RAILROAD

MAGAZINE | JUNE 50c

1956

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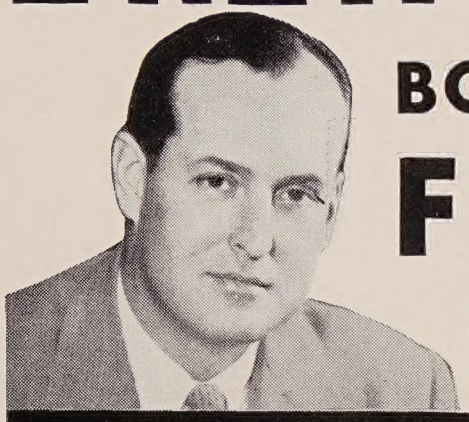

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How My NEW Shop-Method Trains You at Home in Spare Time for a Good Pay Job in AIR CONDITIONING AND REFRIGERATION

You get shop training with 23 big kits I send

Here's a CTI exclusive! To make sure that you get practical service and repair experience, I send you 23 big kits of tools and equipment. You build (and keep) a home refrigerator, air conditioner, freezer or milk cooler. In the above photo, you see the unit: a complete, heavy duty, commercial type ¼-hp air conditioning and refrigeration high side. With this unit you do 10 complete service and trouble-shooting jobs. You get experience *as you train*—you start at good pay *when you graduate*. Mail coupon: I'll send full description of my valuable kits and practical training method.

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My training is so practical that you can start a repair business in your community soon after you enroll. Make up to $5 an hour. These extra dollars will pay for your training many times over. Some students earn enough spare time dollars to go out "on their own" upon graduation.

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Why be chained to a low-pay humdrum job? Break away from the past and *learn a good trade*. You have a wonderful opportunity to succeed in Air Conditioning and Refrigeration. This huge industry is old and *well-established* — provides you with lifelong security. It is *expanding rapidly* — needs thousands of trained mechanics to install, repair and service. It is *prosperous* — offers pay that is BIG and steady. I will train you at home in your spare time for success in this tremendous, *uncrowded* field. My two new books explain just how I'll do it. *Mail coupon below for your FREE copies.*

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Refrigerators are used in over 1,000 fields — over 42 million are found in homes. Experts say that 4 million new units will be sold every year. Air conditioning, too, is big business —over 200 industries depend on it. *It takes tens of thousands of mechanics to install and maintain all this equipment.* That's why there's a severe shortage of trained men . . . why your opportunities for success are so good.

NEW FIELD: AUTO AIR CONDITIONERS

And still more opportunity for you: During the past year, over 2 million autos were equipped with air conditioners. Within 2 or 3 years, 4 million autos will come off the assembly lines with air conditioners installed. This industry needs men right now who have installation and service know-how. You can be an independent service contractor, a mechanic, or start your own profitable business. Every day, new applications of air conditioning are being developed. *Get in on the ground floor!*

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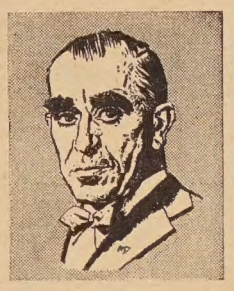

If you like to draw—America's 12 Most Famous Artists are looking for you. We want to test your art talent!

Too many people miss a wonderful career in art—simply because they don't think they have talent. But my colleagues and I have helped thousands of people get started. Like these—

Three years ago Don Smith knew nothing about art—even doubted he had talent. Today, he is an illustrator with a leading advertising agency in New Orleans—and has a future as big as he wants to make it.

Harriet Kuzniewski was bored with an "ordinary" job when she sent for our talent test. Encouraged by us—she started to study nights, at home. Soon she was offered a job as a fashion artist. A year later, she became assistant art director of an important studio turning out glamorous fashion illustrations.

Pipe-fitter to Artist

John Busketta was a pipe-fitter's helper with a gas company—until he did something about his urge to draw. Now he's an artist in the advertising department of the same company. At a big increase in pay!

A great-grandmother in Ohio decided to study painting in her spare time. Recently, she had her first "show"—where she sold thirty-two water colors and five oil paintings.

A salesgirl in West Virginia who liked to draw got a job as an artist, later became advertising manager of the best store in Charleston.

Free Art Talent Test

How about you? Wouldn't you like to find out if you have the talent for a fascinating money-making art career (part time or full time)? We'll be glad to send you our remarkably revealing 8-page talent test. Thousands of people formerly paid $1 for this test. But now we'll send it to you *free*—if you sincerely like to draw. No obligation to you. Simply mail the coupon provided below.

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Miss (Please Print)

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RAILROAD
MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

VOL. 67, NO. 4 JUNE 1956 50 CENTS

Freeman Hubbard, EDITOR

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INFORMATION BOOTH: *Barbara Kreimer* TRANSIT TOPICS: *Steve Maguire*

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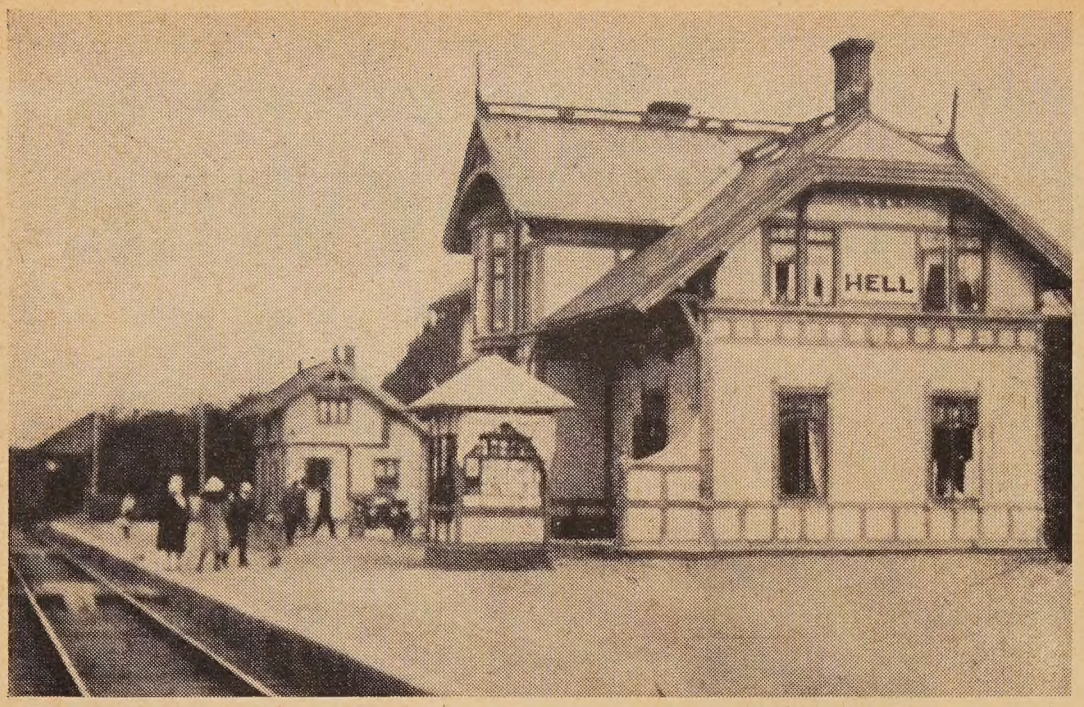


When a Norwegian says, "Go to Hell," he means you should visit the town served by this railroad station, in his country, on the line between Oslo and Trondjheim.

ONCE A MONTH the Mexican National regularly operates a steam-powered passenger train in each direction on a branch line between El Mante and Tamuin, Mexico. If you miss train 385 or 386, depending upon which way you are going, you'll have to wait a whole month for the next one. Readers puzzled by this kind of schedule will find the explanation on page 11. •

HARRY S. TRUMAN'S *Year of Decision* tells about his job as a timekeeper with a contractor's gang building the Santa Fe Railway along the Missouri River in 1901. He received $1.50 for a ten-hour day and lived in hobo camps. One of his duties was to pay the gang every Saturday night, this being done in a nearby saloon in the hope that the men would spend all their money on the spot and show up for work the following Monday.

Two other U.S. Presidents worked for railroads in their early days, Abraham Lincoln as a Rock Island lawyer and Grover Cleveland as a New York Central policeman. •

THIS REALLY HAPPENED. At five o'clock one morning the sleeping-car passengers on Baltimore & Ohio train No. 4 were awakened by the alarm of a Big Ben clock in an upper berth. Heads poked out of berths, angry voices protested. Investigation disclosed that the clock, which he called "Gabriel," was owned by a mountaineer who had boarded the train at Grafton, W. Va. The conductor asked, "Why did you set it off?"

"Wall," said the hill-billy, "I'm used to gettin' up at five and I didn't think the porter would be up in time to call me, so I brought Gabriel along." •

C&O IS TERMED "best in the East" among railroads and is given top management rating nationally for the third successive year in *Forbes* magazine's "Annual Report on American Industry." "In earning power and growth of Equity, the Chesapeake & Ohio has few, if any, peers," the business and finance journal says. The C&O, with the East's lowest operating ratio, last year brought home a whopping $58-million profit on $380.3-million gross revenue.

"Actually," *Forbes* goes on, "the C&O has been at the top of the Eastern League for years. Ranked only 16th among all U.S. railroads in total track mileage, it wound up seventh in total revenues and fourth in profits."

Footnotes: The present railroad editor of *Forbes* is Jim Cook, who was trained for that job by serving as managing editor of *Railroad Magazine*. . . . Front cover on *Railroad's* next issue will be a striking Kodachrome of a C&O train on a bridge. •

BOTH Donald Legg and his son Donald, Jr., of Willits, Calif., are Northwestern Pacific enginemen, reports Percy D. Harmon, NWP car inspector.

C. E. Hedstrom, Sr. and Jr., are enginemen on the Chicago, South Shore & South Bend, we learn from Alexander L. H. Darragh, 1314 Bedford Rd., Grosse Pointe Park, Mich. Who knows of other father-and-son enginemen? •

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

DEADMAN'S CURVE on Duro Hill near milepost 584 got its name from the fact that five laborers were killed by a premature dynamite explosion in about 1880, when the Texas & Pacific was laying rail westward, and were buried on the spot. "For many years crosses marked the spot, but I don't believe they are there today," Al LaCroix, Western Division superintendent, writes in *T&P Topics*. Who knows of other trackside graves? •

WHAT is America's No. 1 railroad problem? This question was recently put to rail executives by the editors of *Modern Railroads* magazine. As anticipated, the responses show a wide diversity of opinion. For example:

Provide better transportation and meet the changing requirements for service.

Unfair advantage held by competing modes of transportation, and the encroachment of other forms of transportation.

Educate the public to the benefits of the recommendations in the Eisenhower Cabinet Report.

Maintain an adequate car supply and better distribution of cars during critical shortages.

The need to improve efficiency in the face of rising costs.

Improper pricing of the product.

Meet the heavy wage increases.

Extreme shortage of equipment.

Equalization of taxes.

The 3 percent transportation tax.

Improve human relations.

Personnel attitude and training.

Reluctance to part with the past.

Increase in "feather-bedding."

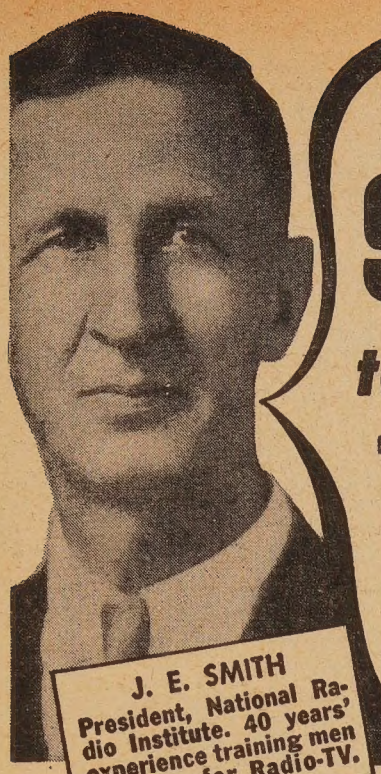
How to boost production.

The time consumed moving through or making deliveries in large terminals.

Control of hotbox problem.

This list summarizes the brass collars' ideas of what constitutes the top problem in the rail industry. *Railroad Magazine* would like to get some brief comments from the viewpoints of employes and railfans. •

CIRCUS feature in our last issue evoked this recollection from an old retired rail official, Edward H. De-



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TRAINING plus OPPORTUNITY is the PERFECT combination for ambitious men. Let me send you a sample lesson from my course to prove you can keep your job while TRAINING at home in your spare time for better pay and a brighter future. I will also send my 64-page book to show you that Radio-Television is today's field of OPPORTUNITY for properly trained men.

Television's Growth is Making More Jobs, Prosperity

Radio is bigger than ever and television is growing fast. Government, Aviation, Police, Ship, Microwave Relay, Two Way Communications for buses, taxis, railroads are other growing fields for Radio-Television trained men.

Mail Coupon—Find Out About This Tested Way to Better Pay

Take NRI training for as little as $5 a month. Many NRI graduates make more in two weeks than the total cost of my training. Mail coupon today for Actual Lesson and 64-page Book—Both FREE. J. E. SMITH, National Radio Institute, Dept. 6ER4, Washington 9, D. C. Our 40th Year.

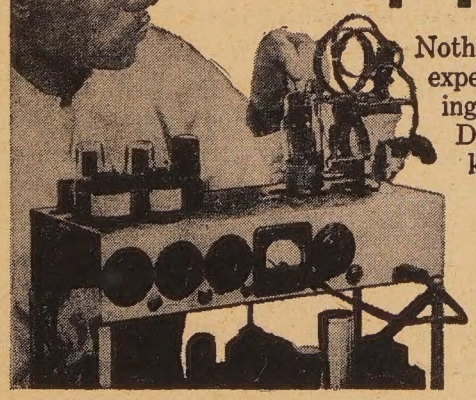
I Trained These Men

"I have a regular job as a police captain and also have a good spare time Radio and Television service business. Just opened my new showrooms and shop."—C. W. LEWIS, Pensacola, Florida.

"I decided to quit my job and do TV work full time. I love my work and am doing all right. If fellows knew what a wonderful investment NRI is, they would not hesitate."—W. F. KLINE, Cincinnati, Ohio.

"Thanks to NRI, I operated a successful Radio repair shop. Then I got a job with WPAQ, later WBOB and now am an engineer for WHPE."—VAN W. WORKMAN, High Point, N. Carolina.

You Learn by Practicing with Equipment I Send



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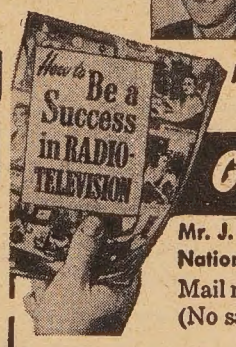

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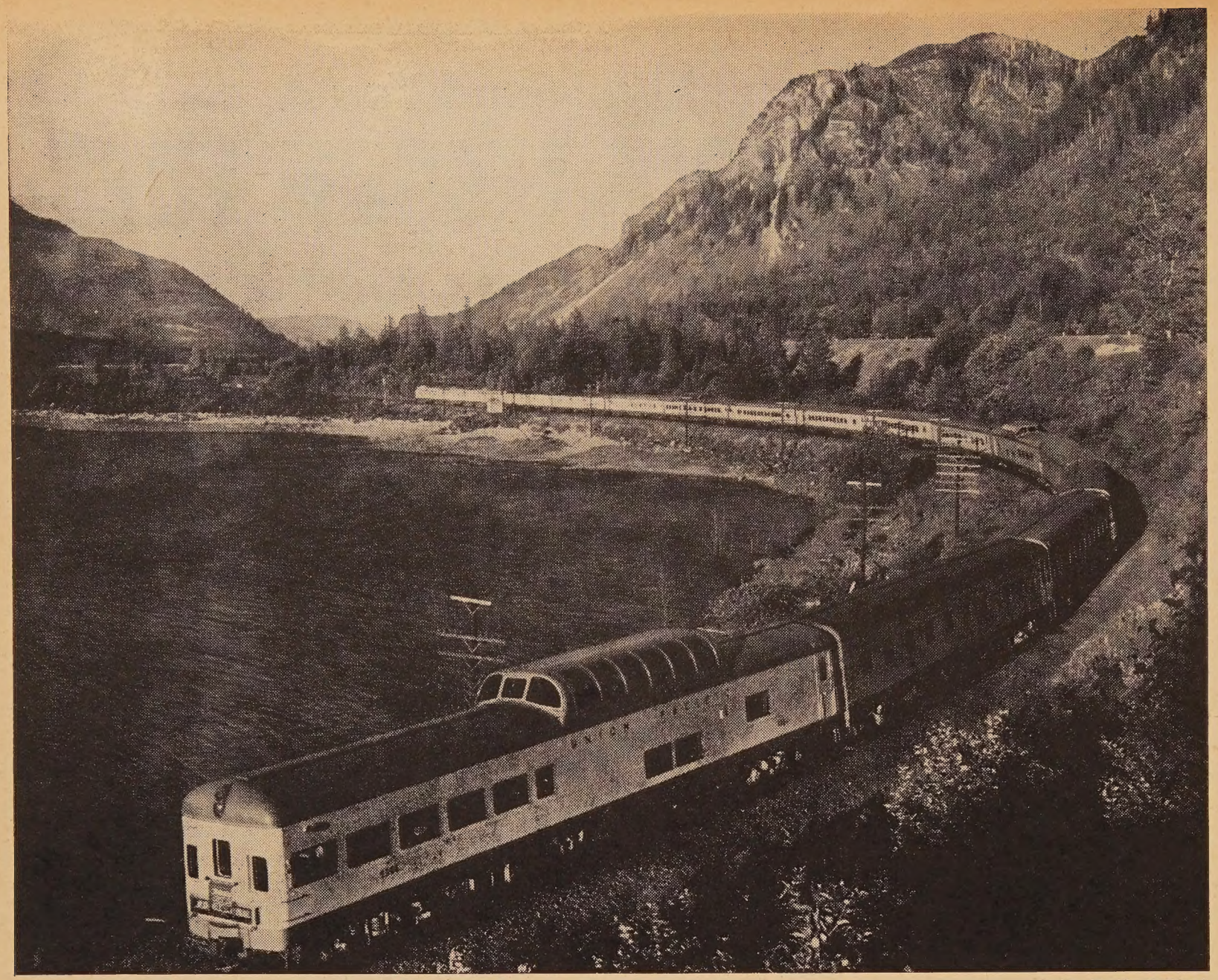

Union Pacific Railroad

Union Pacific domeliner *City of Portland* rounds a scenic curve that skirts the Columbia River near Oregon's Crown Point.

Groot, Jr., 309 Spring Rd., N.W., Washington, D. C.:

Many years ago, when the Ringling Brothers Circus was playing at Mobile, Ala., a large man dressed in white flannels and a huge hat came perspiring into the Mobile & Ohio office. Mopping his face with a red silk bandanna, he drawled,

"I want to see the boy who runs this railroad."

A dignified gentleman replied, "I am the general freight agent, suh."

"Well," said the caller, "how soon can you get a wide-door boxcar to the foot of Blank Street so we can load a young elephant in it, and how soon can you get that elephant to the stockyards?"

The GFA spoke to his chief clerk. "Mr. Jones, how about it?" The chief clerk turned to a clerk farther down in the room and repeated the question. The clerk hesitated. Just then a lad of about 16 barged in, flung his cap to the floor, slammed the mailbag on the table, and began to open it. The clerk called, "Kid!" and repeated the original question.

The boy pulled out an Ingersoll watch. Glancing at it, he ordered: "Get on that phone quick. Catch Green at the tower. He's coming with a string of empties. Tell him to spot a wide-door at Blank Street so they can load that elephant and take it to the stockyards before they do anything else."

The visitor walked down to where the kid was sorting mail. "Son," he grinned, "I asked for you when I first came in here."

And now a retired Louisville & Nashville hogger, Dick Martin, 712 Bell Ave., Tarrant, Ala., tells of circus trains he pulled occasionally.

"I remember one," he says, "on a spring day in 1910. We waited on a siding in a piney backwoods section of Alabama to meet another train. A tiny settlement nearby consisted of a general store, a blacksmith shop, a horse trader, and maybe two or three houses. The weather being hot, the animal cages were left uncovered.

"Pretty soon a score of people gathered to gape at the wild beasts, leaving their wagons and buggies in the shade. Someone with a perverted idea of fun burned a lion with a cigar. The animal roared. This frightened the yokels and their horses and mules, and they all ran away, overturning two vehicles in the excitement.

"Later they ventured back. A circus man, feeding and soothing the injured lion, offered to pay $50 to anyone who would name the culprit. I guess they all knew, but nobody spoke up."

This event recalls a similar "practical joke." Years ago, a smartly-dressed young woman with more money than brains got tanked up in midtown New

York. She left the party a little after midnight. Wandering through the Central Park Zoo in search of thrills, she went close to a polar bear's cage, teased the bear, and burned his nose with a cigarette. It was not very funny. The enraged beast, in a lightning flash, pulled the girl's arm into his cage and chewed it off! Today that woman, wherever she may be, is minus one arm.

The bear was later sold to the Salt Lake City Zoo. En route to his new home via Chicago & North Western baggage car, somewhere in Iowa, the animal broke out of his cage. He gorged himself on candy and cake shipments and had fun bouncing up and down on a sofa. Then he walked into a new, stronger cage and stayed there peacefully for the rest of the trip. It is not likely the one-armed woman will ever visit him again. •

MARGARET wanted to see the circus. The Barnes Brothers Circus had just come to Stanton, Neb., for the annual county fair, but the seven-year-old daughter of Chicago & North Western brakeman Fred Bade was slowly dying and could not go to the fair.

It was a mild September day in 1951. Margaret lay in a portable bed on the front lawn, languidly enjoying the sunshine and fresh air and watching the autumn leaves fall. Suddenly she heard a band playing. And then her big eyes opened wide, her pale face wreathed in smiles. The circus was parading from the fair grounds to give a "command performance" at her home!

One by one they came. Three elephants lumbering along the leaf-strewn street. Funny clowns doing all sorts of crazy things. Pretty ladies in pink tights standing on the backs of prancing white Arabian horses. And, Oh so many other performers! They all stopped in front of Margaret's house and put on a show, the same show she would have seen if she had gone to the fair.

The girl was happy. "It was most wonderful," her father said. . . . A week later Margaret died. •

SWITCHING PROBLEM. This one comes from Bill Knapke, a retired Southern Pacific conductor, 9 North Lane, Orinda, Calif. Eastward extra 2599, a "caboose hop" (only an engine and a crummy), was enroute to pick up a train at an intermediate siding and bring it back to the terminal. Passing a station about halfway to the

(Continued on page 11)

. . . but the Egyptians knew it ages ago!

POWERS to overcome sickness! Means to escape poverty! Knowledge to bring happiness and peace of mind! Skill and genius to create a civilization which we still copy today! These are only some of the accomplishments of the ancient Egyptians.

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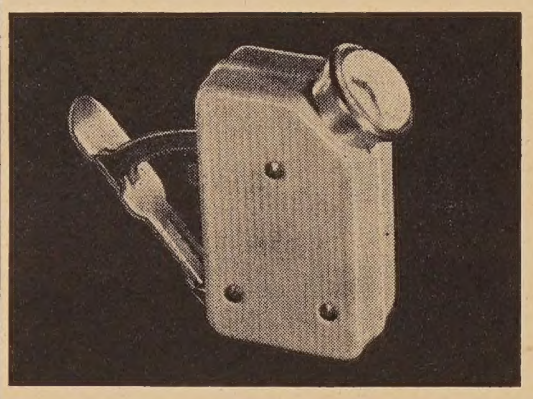
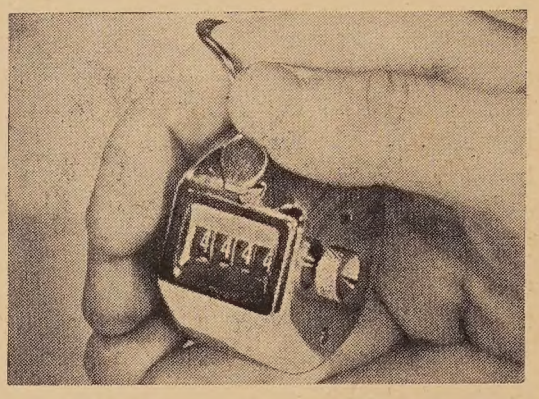
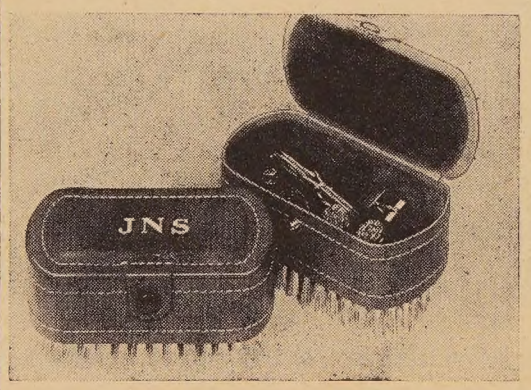


You've seen batteryless flashlights before, but this new imported model has a rustproof case and is more compact and easier to operate than the others. Hand lever turns dynamo produing a wide-angle light. Lens is unbreakable; measures just 2⅝" x 1" x 1½". A reliable source of emergency light, or for general use. Good item for $4.95 ppd. Prince Enterprises, 103 Park Ave., N. Y.

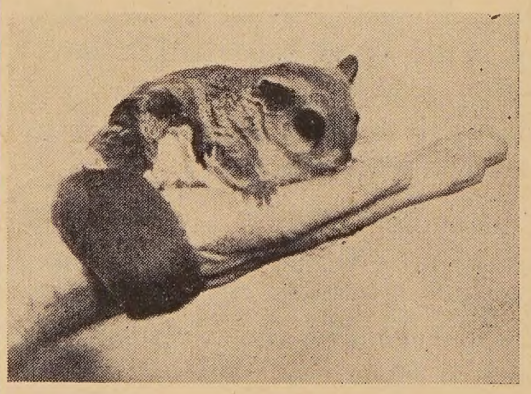


Got something you want to count? Laps in an auto race, people (or chickens) crossing the street, money, inventory, number of martinis consumed? This little precision counter will keep an accurate total up to 9,999 and repeat. Side knob resets all figures. Well-made and nicely chromed, it's $4.95 ppd. from K. D. McLean, Box 991 Grand Central Station, New York, N. Y.

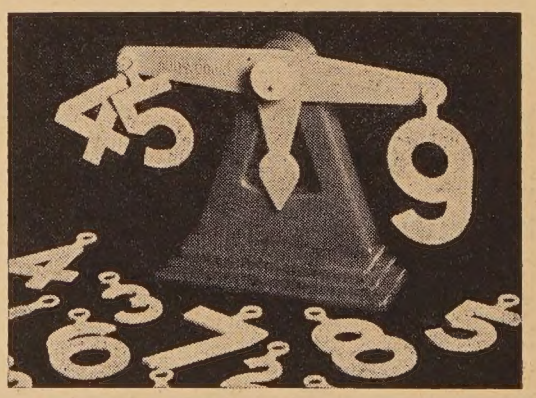


The good man who makes these has combined two useful items into one—a stud box and a clothes brush. Bristles are nylon; case is made of lambskin leather, saddle stitched and lined with green velvet. Color is honey-brown, and it measures 4½"x2½". Hinged cover has a snap closure. With a two or three gold-lettered monogram. $2.75 ppd. Zenith Gifts, 55 Chadwick St., Boston 19, Mass.

A honey of a way to start off collecting stamps is to buy this sackful. Packed with more than 1,000 stamps from over 30 countries, they are unpicked and unsorted, just as received from foreign banks, missionaries, etc. Chances are you won't find a stamp worth a fortune, but you'll get in value many times the $1 ppd. it costs. H. E. Harris, 2905 Transit Bldg., Boston, Mass.



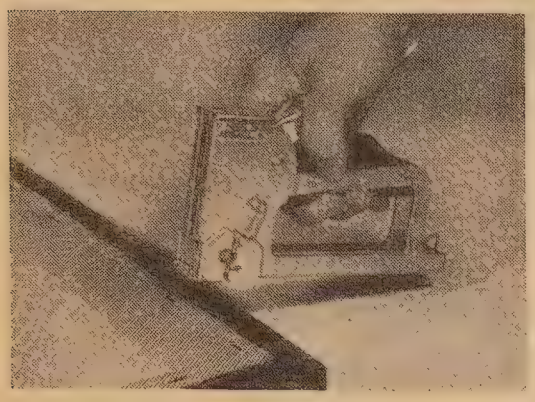
The least you can say about flying squirrels (gliding's closer), is that they make unusual pets. There's more. They are *bred* to be pets, are clean, harmless, friendly, live for years, don't have to be walked, eat citrus peels (cheap enough), and are easily trained. Enough? Pair, male and female, $25 exp. coll. Live delivery guaranteed. Keene, Box 423, Concord, Mass.



Idea behind this toy scale is that while your kids play with it they also learn how to count. It works thusly; for a 9 on one side to balance, a 4 and 5 must be hung on the other end of the balance arms. Made from unbreakable plastic, scale comes with 14 numbers. Has a red base, blue balance arm and white numbers, $1.25 ppd. Marwin Co., 7736 N. Marshfield, Chicago, Ill.

SHOP BY MAIL

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.

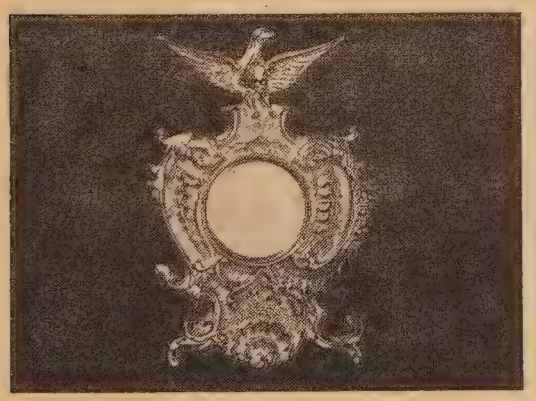


A useful tool to have in the house, this Duo-Fast staple gun drives tight-holding staples as fast as you compress the handle. Drives staples from ¼" to 9/16" long, and is good for installing insulation, ceiling tile, weather-stripping, screens, upholstery and other similar projects. Staple gun comes for $11 ppd. Order from Fastener Corp., Dept. A, 860 Fletcher St., Chicago, Ill.

Because of a new tanning process with silicones, shoes are now being made that are absolutely waterproof and actually shed water like a duck. The leather stays soft and flexible after repeated wettings, instead of stiffening and curling. Made with cushion innersoles, neoprene outersoles, these shoes are now available from the Mason Shoe Mfg. Co., Chippewa Falls, Wis.

Excellent utility bucket for a boat, this one is made from Polythene and is unbreakable, light, and has nothing to rust. It will not scratch boat deck, can be used for food, chemicals or paint, and will withstand boiling water. Handle is removable for easy storage. Made in England, it stands 8½". $6 ppd.; with lid, $7.85 ppd. Alex Taylor, 7 East 38th St., New York 16, N. Y.

This electric spray gun is a useful unit to have and a fine buy for $9.95 ppd., from John Surrey, Ltd., 235 East 42nd St., N.Y. Designed to take paint, insecticides, polishes, lacquers, etc., it operates off 110-volt AC current, comes with 8-foot cord. Has push-button control, nozzle that can be adjusted for stream or fog spray, 25-oz. jar and 60-80-pound nozzle pressure.



Should you have an old-fashioned pocket watch that's been passed along to you, this is a nice way to display it—hung in a brass holder that' a copy of an early French clock in use around 1750. Pretty ingenious idea, actually, and nicely made. Fine for desk, mantel or table. In solid brass, $7.20 ppd., in black iron, $4.20 ppd. Market Combers, Box 3282, Station "F," Atlanta, Ga.

A good all-purpose sports duffel, this one is made in France and used by European Olympic teams. Made of waterproof duck and leather, bag can be carried in one hand, has adjustable straps so it can be worn like a pack. Has rubber-lined zip pocket in front, is 17" high, 12¾" wide. In navy, green, red, blue (specify). $6.50 ppd. Poly-X-Products, 95 Walworth Ave., Scarsdale, N. Y.

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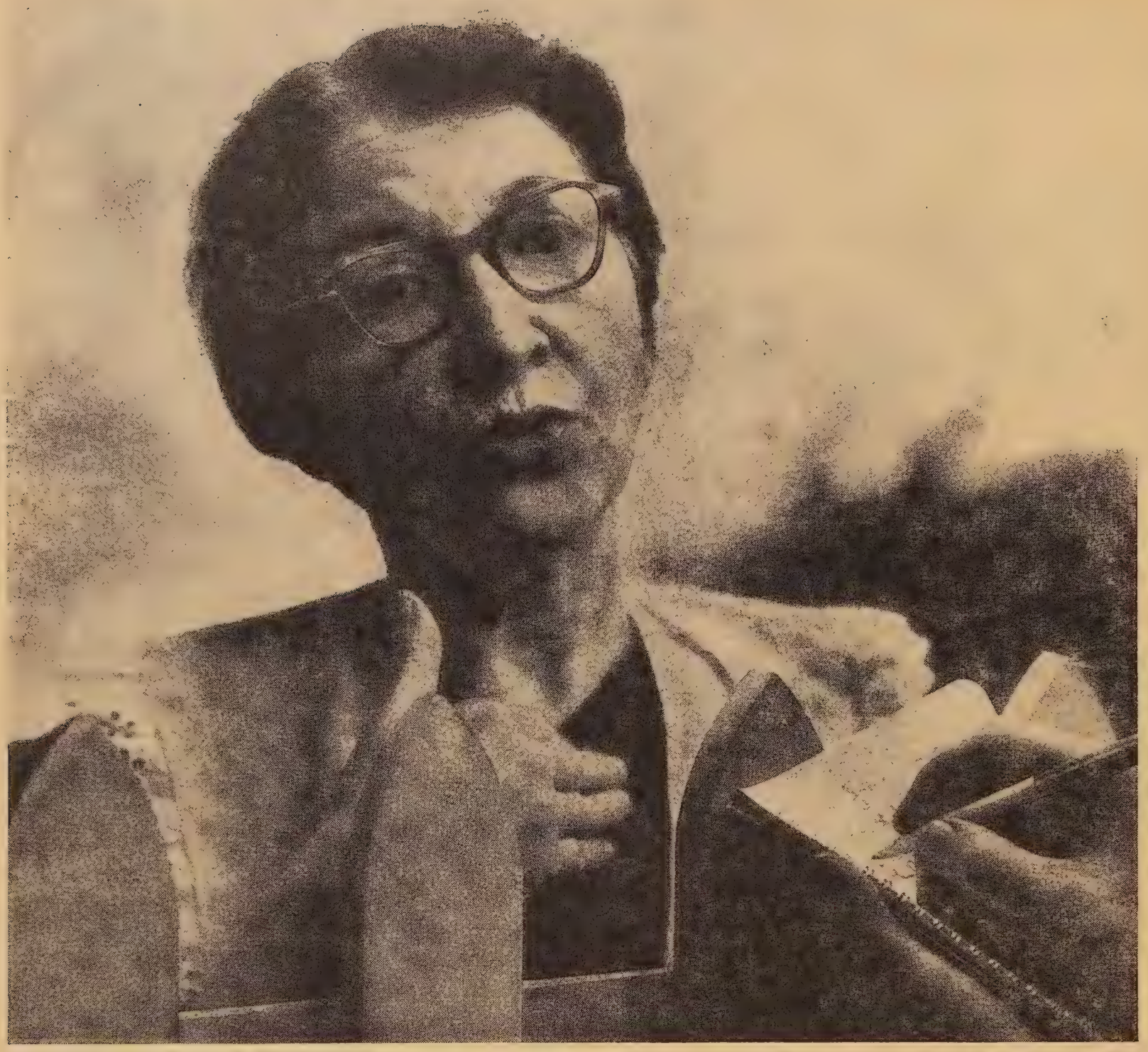


"Competition gives me more for my money

—my refrigerator is a good example!"

Inquiring Reporter: There are bills in Congress that would give *regulated* forms of transportation more freedom to price their services in competition with each other — and with unregulated trucks and barges, too. What's your opinion of that?

Housewife: Well, what I want to know is — will competition benefit me? When I bought my refrigerator, three different stores competed for my business — and I got a good buy!

Inquiring Reporter: According to the report of a Cabinet Committee appointed by the President, if the various kinds of transportation were allowed greater freedom to compete with one another in rates, it would mean savings for all of us.

Housewife: I thought so. I remember the Committee said that each form of transportation should be given the right to make rates related to its own costs and own needs — instead of having to set rates higher than would otherwise be necessary just to protect its competitors.

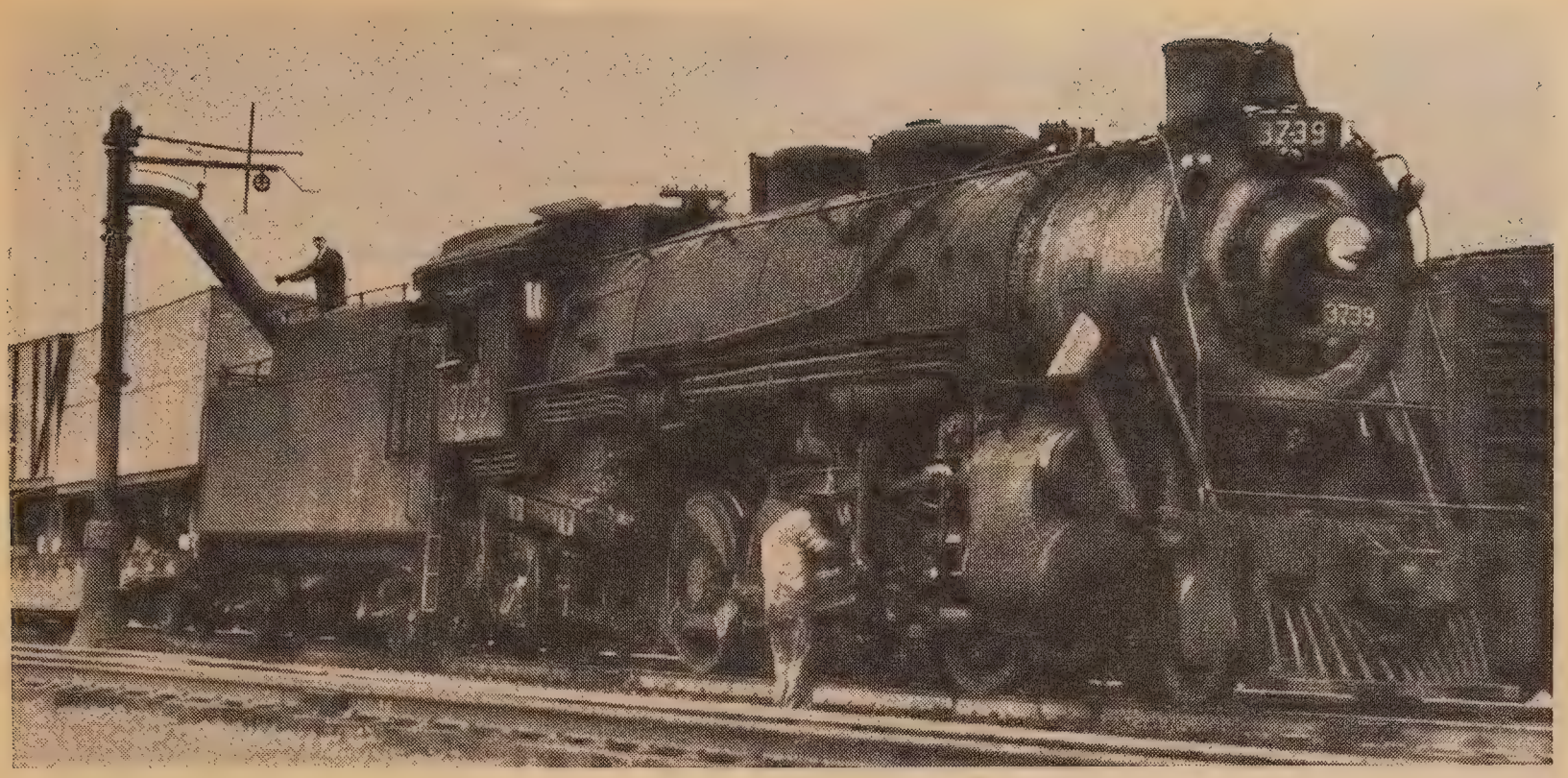
Inquiring Reporter: That's right.

Housewife: Then in answer to your question, I'm all for competitive freight rates. After all, I pay the freight on everything I buy!

For full information on this important subject, write for the booklet, "Why Not Let Competition Work?"

Association of American Railroads

742a Transportation Building, Washington 6, D. C.



Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Eastbound Canadian National circus special (Model Shows of Canada, Ltd.), takes water at Coteau Junction, Quebec.

destination, the conductor received a hooped-up message which read:

When you turn your engine on wye at Thera you will find a car on each leg of wye. The car, number 100, on east legs of wye, should go to warehouse on west leg of wye. Car number 200, now on west leg of wye, should be left at warehouse on east leg of wye. As both cars bear tags reading "unload from this side," it will be necessary to change each car so the unloading doors will be opposite to the way they now stand. Please do this and advise.—E.B.C.

The conductor read the message, grinned, and handed it to his swing man, saying: "Guess the swing man on the local spotted those cars by their tags rather than by number. When you shuffle 'em, Tom, don't turn the crummy. If you do we'll be walking out the wrong end for a month, til we get used to it."

Tom nodded agreement. He studied the message, visualizing the moves to be made. Then he said: "Cap, allowing an average of three minutes for each separate move, we should be ready to go in thirty minutes. Is that the way you figure it?"

"Yeah," the skipper agreed. "Counting each backward movement as one and each forward movement as one, the engine can be turned and the cars re-spotted in ten moves."

Could *you,* young railroader or railfan, perform this operation in ten moves? Each movement in either direction, no matter if the engine stops and then proceeds, is counted as one. Reversal of the engine, no matter whether going ahead or backing, becomes another move and is counted as such.

Begin counting moves the first time the locomotive is moved in reverse. If you can't figure it mentally, you might draw a wye and main track on paper and cut four bits of pasteboard, one of them pointed to represent the engine pilot. Number two of your pieces 100 and 200. Place No. 100 on the east leg and mark the east edge to denote a door, and the same with bit 200 on the west leg.

Place your pointed bit on the main line west of the west switch of the wye, with the pointed end toward the east and with the fourth bit of pasteboard, representing the crummy, right behind it. Hop to it, fellows, and I hope you find it interesting. No "drops" can be made, but "kicking" is permitted. *(Answer on page 75.)*

The Great Northern's Rosemary Peterson

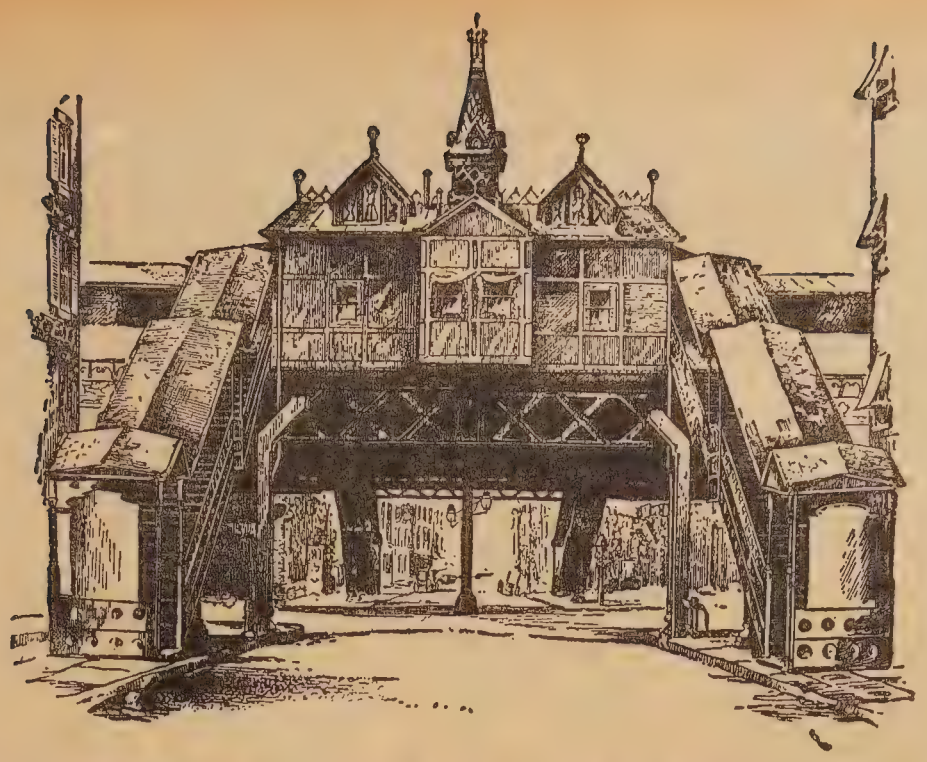
MISS RAILROAD MAGAZINE for June is a brown-eyed brunette of 19, Miss Rosemary Petersen, 1950 Berkeley Ave., St. Paul, Minn. Her father, Alfred P. Petersen, railroaded 44 years, retiring last March from the job of traveling auditor on the Great Northern. His work kept him away from home so much that Rosemary once said: "I will never marry a railroad man—at least, I don't think so—because I see so little of Daddy."

But that didn't stop the girl from taking a railroad job herself. Rosemary has been a freight-receipts clerk on the "Big G" since September 22, 1955. Her hobbies are photography and outdoor sports. Early this year, with the official title of "Great Northern Princess," she played a key role in the St. Paul Winter Carnival. •

(Continued on page 71)

Andreas Feininger, "The Face of New York," Crown Publishers, N. Y.

There was adventure in an El ride. Remember the curve at Coenties Slip, near South Ferry, where the Third Avenue line framed the International Telephone & Telegraph Building? Here the camera man made a dramatic angle shot.



THIRD AVENUE EL

For More Than Three-Quarters of a Century New Yorkers Rode the Railroad in the Sky and Loved the Clattering Trains and Gingerbread Stations and Pot-Bellied Coal Stoves

by E. J. QUINBY and FREEMAN HUBBARD

FREIGHT TRAINS are hauling away the last remnants of a great, clattering, iron serpent that, until a few months ago, sprawled up and down the entire length of Third Avenue, visible from the twentieth-floor office of *Railroad Magazine* and casting into penumbral shadow a thousand stores, barber shops, restaurants, cheap hotels, bars, and hock shops.

Third Avenue, you remember, was the scene of Charles Jackson's widely popular novel and movie, *The Lost Week End.* It is now the scene of a lost railroad.

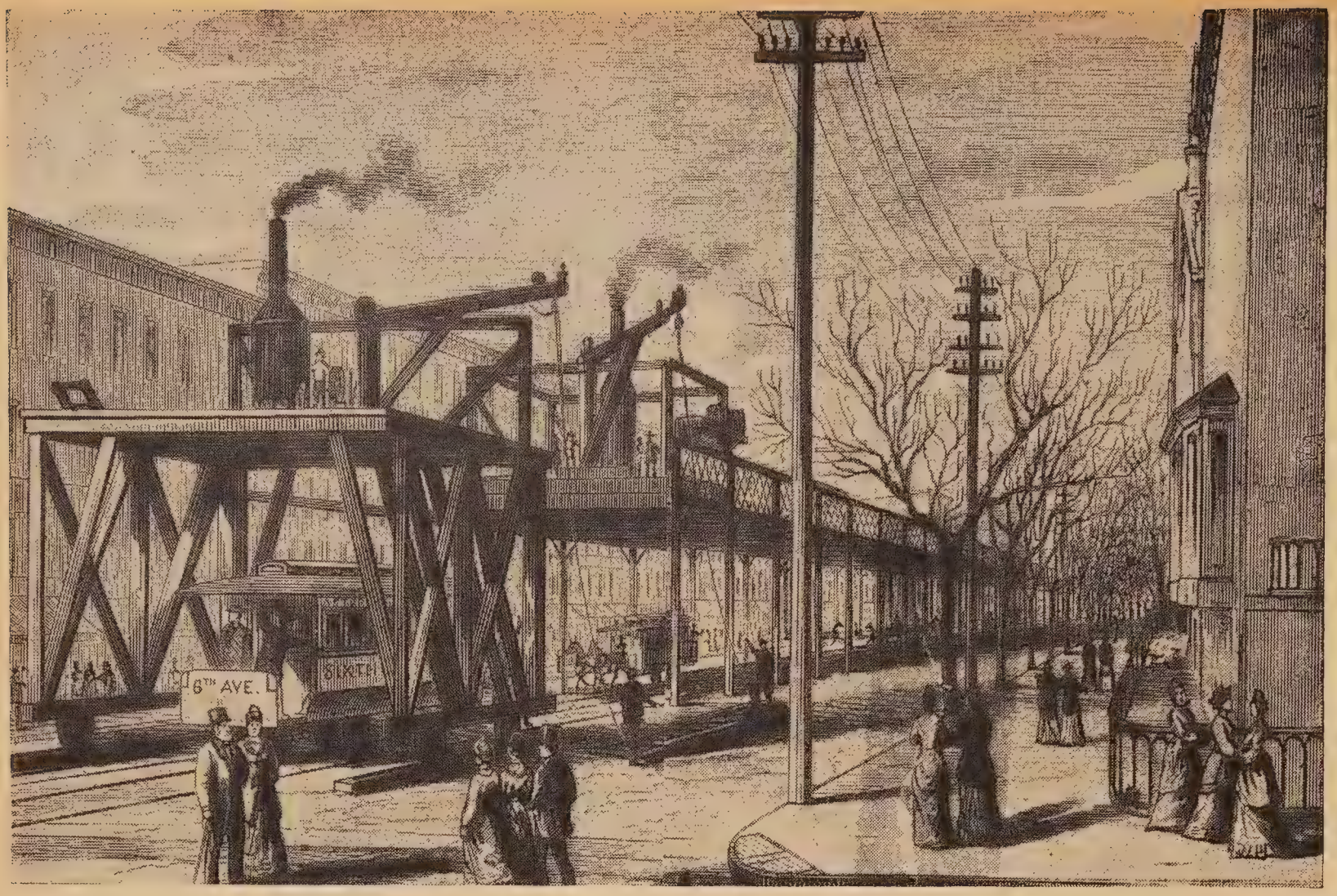
Yes, the old El is gone. Most of it, anyhow. Already the steel plants are shipping out carloads of automobiles and other products made from its metal scrap. What an odd situation! Once a thriving and picturesque rapid-transit line, the El has vanished but is reappearing in part as motor vehicles that congest still further the traffic on Manhattan's overcrowded streets. This, we are told, is progress.

Razing of the elevated railroad has daylighted the catacombs along the Avenue. Antique-shop owners are blinking at the unaccustomed sun and installing bright new awnings. Soon, too soon, the famous El will be but a fading memory, a mere item in the history books, like the blizzard of '88.

"Time was when the little toy dog was new and the soldier was passing fair," and that was the time when the prospect of an elevated railroad to be built on Third Avenue filled New Yorkers with wonder and curiosity. That was shortly after the Civil War. Some of Manhattan's streets were paved with cobblestones and the rest with mud.

Even then, surface traffic was a pain in the neck. Horse-drawn streetcars and bobbing omnibuses fought their way through a medley of drays, handsome cabs, carriages, and pushcarts. On rainy days the slowly moving cavalcade splashed milady's hoop skirts with muck that reeked of man and beast. As the hot sun dried out this mess, it took wing as tiny specks that irritated the eye and dusted the exposed fruits and vegetables on sidewalk stands.

The citizens grumbled, "Something ought to be done about it." Charles Thompson Harvey did something. Charlie was the bushy-bearded chief engineer of the Lake Superior Ship Canal. In 1867 he built an elevated railroad a quarter-mile long on Greenwich Street in downtown New York. This contraption, standing on a single row of gaunt iron columns, was the granddaddy of the Third Avenue El;



(Above) Building the Sixth Avenue Elevated line in 1877. **(Below) Charles T. Harvey, the granddaddy of all Els.**

it was also the first city transit on stilts.

On December 7 that year Mr. Harvey, sporting a high silk hat, sat alone in a four-wheeled car while a cable whisked him back and forth along the track. There was no guard rail or hand rail. Just running rails laid on the slender longitudinal I-beams that spanned the forty-foot gaps between columns. But the little car held firmly to the rails. No mishap.

The populace took time out from their Christmas shopping to gape and applaud. The city fathers were convinced. Mr. Harvey had built his El only for demonstration purposes. As a result of his bold experiment, the big town was going to have a unique structure on which passengers would pay money to ride high above the street. "Nothing," said Victor Hugo, "can stop the birth of an idea whose time has come."

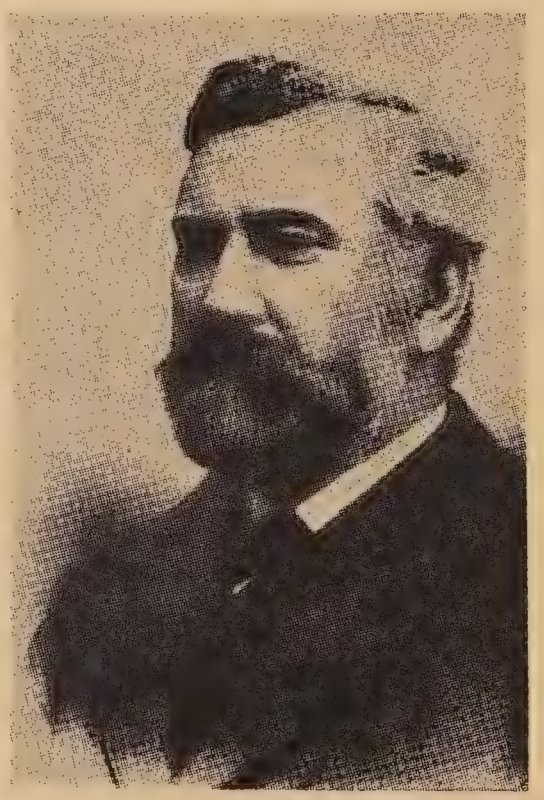
Other far-sighted men had *suggested* methods for building els. One fellow, as early as 1825, had even patented the idea. It remained for a canal engineer to turn the dreams into hardware. Mr. Harvey extended his iron skyway, got a patent on it, and went into the business of furnishing passenger service at the speed of ten miles per hour.

This called for further inventions on his part, including aerial cable propulsion, with stationary steam engines underground to pull the cable. It also called for capital.

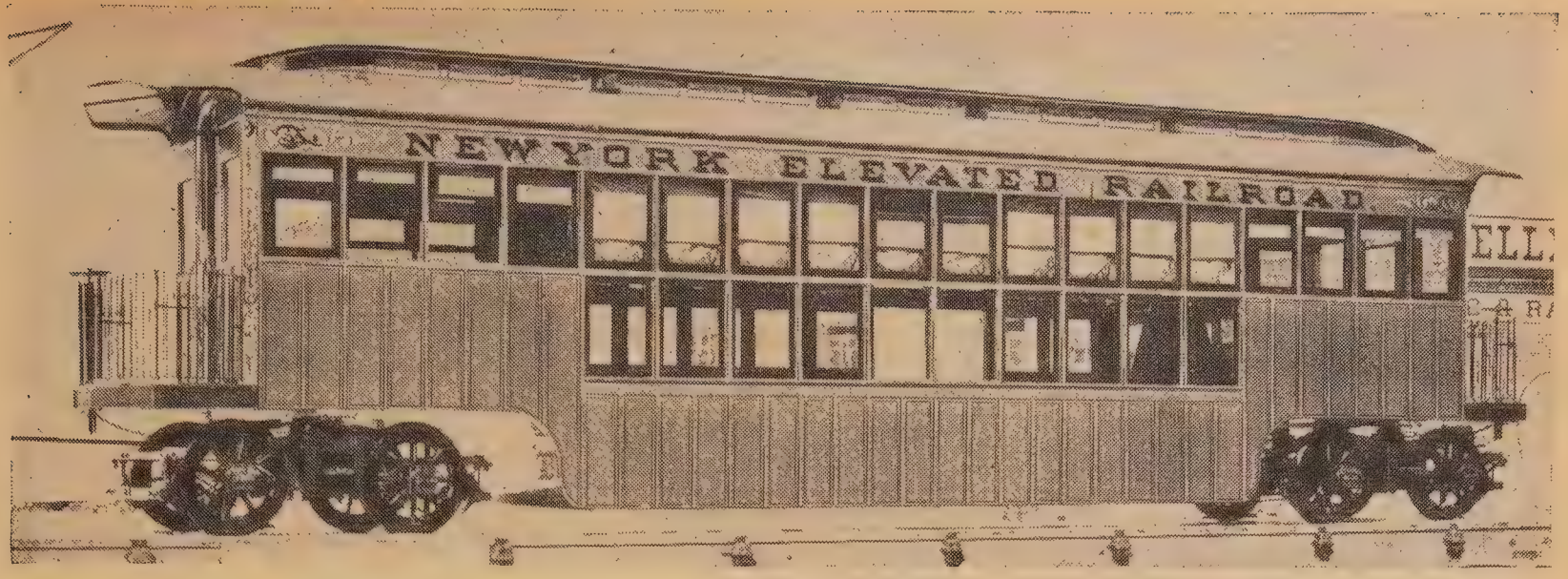
Six daring men joined Mr. Harvey in launching what would eventually grow into the Third Avenue El. They called it the West Side & Yonkers Patent Railway Company. Of course, the El never did reach Yonkers, just north of the big city, but the name sounded good.

Come to think of it, many years later, El passengers really did ride into Yonkers by means of the New York & Northern Railroad extension, with a convenient platform transfer at 155th Street. So the old boy wasn't talking through his stovepipe hat when he named his baby.

The first steam-drawn on any el was the "shad belly," a type of coach with a drop center, some of them built by Jackson & Sharp Company of Wilmington, Delaware, between the years 1872 and '76. The peculiar type of construction gave the cars a low center of gravity. This was a concession to timid riders, who felt it would enable them to keep their balance more easily atop the spindly structure. You entered at the end platform and



New York Historical Society



Dr. George T. F. Rahilly (from Delaware State Archives, Hall of Records, Dover, Dela.)

Earliest type of El coach, the "shad belly," built by Jackson & Sharp, looked somewhat like double-decker but wasn't.

walked inside the car, stepping down into a hollow. The gage was five feet six inches.

By 1876, when it appeared that the coaches were not going to fall off the El, these cars were rebuilt into more conventional types, and the gage was changed to the standard 4 feet 8½ inches. Most of the original Third Avenue El cars were built in about 1878.

After completing the line as far north as 30th Street and Ninth Avenue, near the Hudson River Railroad terminal, on July 3, 1868, Mr. Harvey and his boy friends began to operate trains. The mayor and the city's first rapid transit commission were delighted. All that the company had to do now was expand the pioneer El into a system.

Or was it? The new line had growing pains. At times the steam-propelled cable would jump out of kilter, and snap or stall. A rope was then lowered to the ground from the marooned car. After some maneuvering, a team of horses would haul the car and its passengers to the terminal. This procedure distressed Mr. Harvey. He was still more distressed when the line ran into bankruptcy and was shut down for several months.

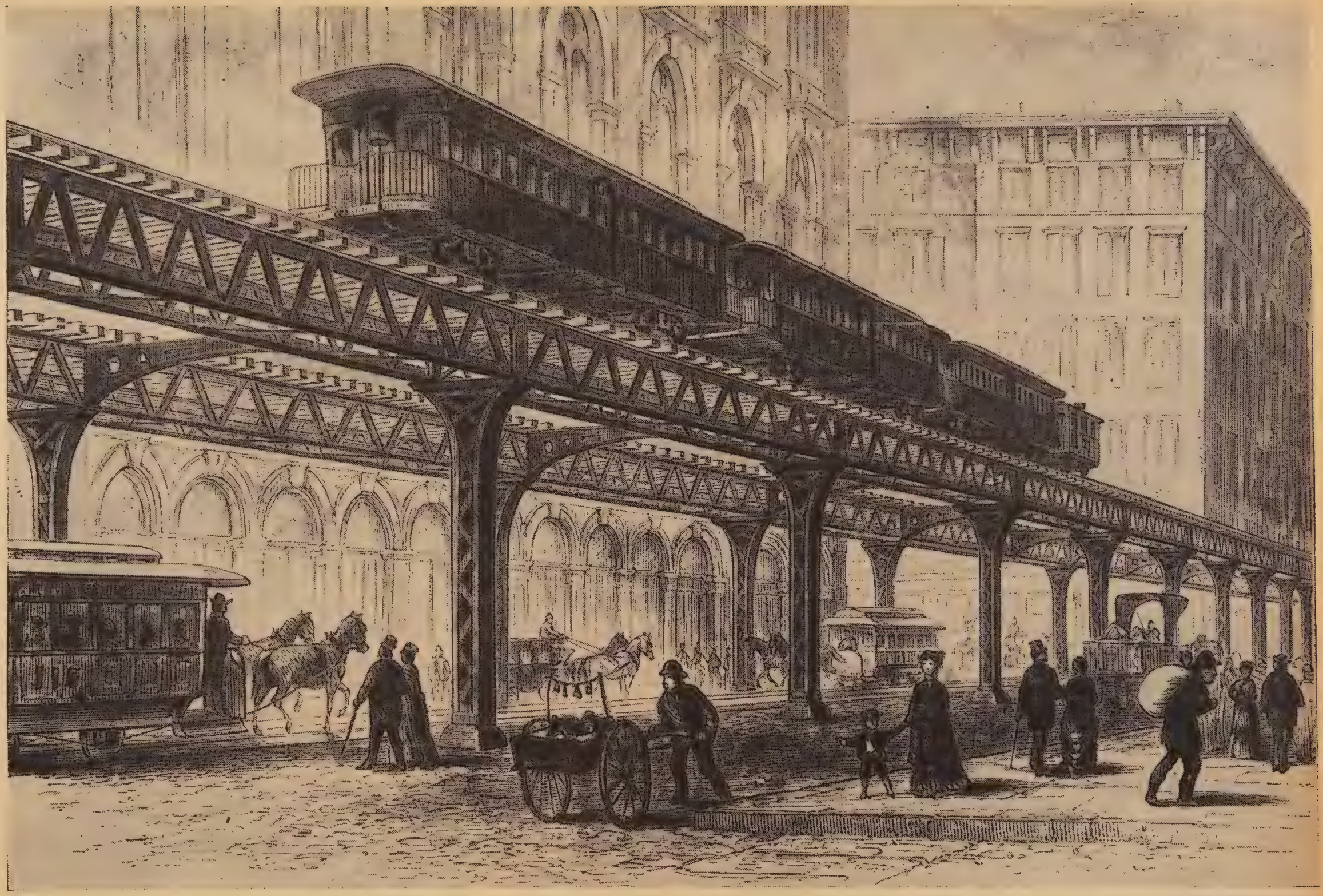
In November, 1870, the sheriff sold the entire property at auction—the iron structure, the power plants, the two stations, six cars, the patents, and the franchise—all for a mere $960! Francis H. Towes, bidding for the bondholders, picked up this bargain.

In 1871 the newly-formed New York Elevated Railroad Company took over. They pushed the iron rails farther north and bought their first locomotive—a quaint, boxlike "steam dummy." Built by Baldwin, she weighed five tons. Citizens halted whatever they were doing to gaze in rapture as she chugged along the route with three open-vestibuled wooden cars.

Later the company acquired more cars and additional steam dummies. They named the engines the *Kingsbridge*, the *Spuyten Duyvel*, the *Brook-*

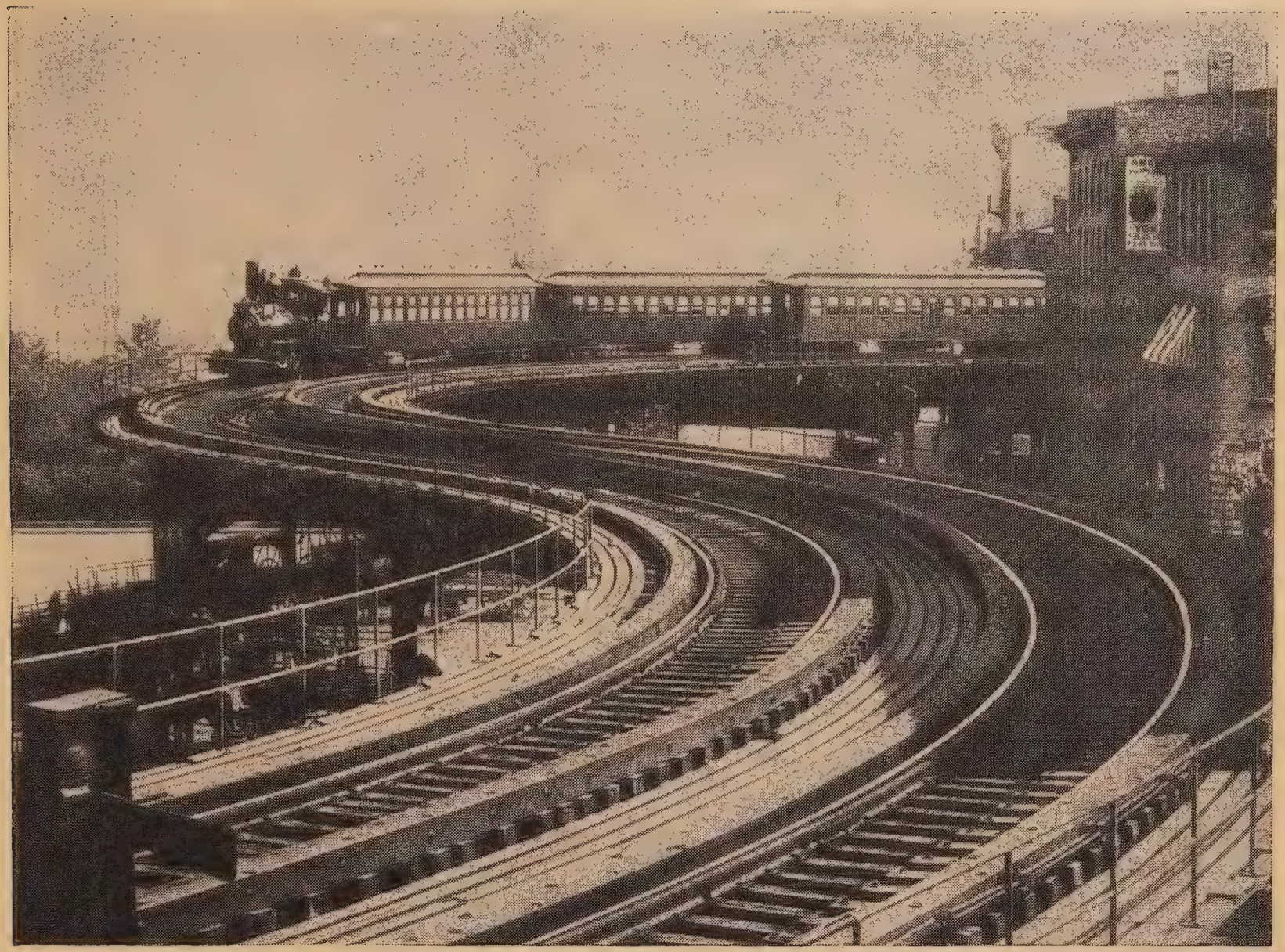
New York Public Library

First El station escalator served 59th Street; this one came later, at 23rd.



New York Public Library

Powered by "steam dummy," Third Avenue train at Eighth Street passes Cooper Union, free institution of learning founded by pioneer locomotive builder Peter Cooper.



Dr. George T. F. Rahilly, Sweet Bldg., Fort Lauderdale, Fla.

Oldtime El train on S curve at Coenties Slip in 1889: overhead view of the same locality pictured on page 12.

lyn, the *Centennial,* and the *Staten Island.* The *Centennial* called attention to the fact that the nation was then, in 1876, 100 years old. The engines were described as "recalcitrant turtles with smokestacks piercing their roofs." Luckily for the people below, they had spark arresters.

Then M. N. Forney stepped into the picture. Forney was editor of *The Railroad Gazette* and the author of standard books on the locomotive. He designed and built a new 0-4-4 type for the expanding El. With a built-in tender at the rear, she could run forward or backward and was equipped with vacuum brakes. This type proved to be so efficient that in time Baldwin, Rogers, Brooks, Rhode Island, Danforth & Cooke, Grant, Pittsburgh, and other locomotive builders produced them in quantity.

As the great, clattering, iron snake stretched further northward, its passing tracks were lengthened. When the line reached 59th Street at Ninth Avenue, which was then semi-rural, it was double-tracked throughout and was operating forty trains a day.

The late 1860s and early 'seventies were lush days for the Boss Tweed Ring—a gang of crooked politicians that controlled and robbed New York City. William Tweed had elevated railway plans of his own, lucrative schemes, and harassed the existing El again and again. In collusion with a horse-car line that ran underneath it, he devised "legal" blocks.

"We'll stop them blaggards," he boasted to the surface-line operators. "Sue 'em for droppin' live coals on your horses! I'll see that you win in court."

He did, too. But the world's first El kept running. In time it had a competitor, The Gilbert Elevated Railway Company, on Sixth Avenue. The new concern was chartered by a former Civil War surgeon, Dr. Rufus H. Gilbert, who ventured into the transit field with rare success.

At first "Doc" had the fantastic notion of using pneumatically-propelled trains on a double-tracked line to be built along Broadway. He really believed it could be done.

"I can blow the cars through big metal tubes at fifteen or twenty miles an hour," he said without batting an eyelash, and he even constructed a "wind tunnel" to prove his point. But skeptical city fathers vetoed the project.

Dr. Gilbert was thorough. Before deciding to build the Sixth Avenue El he acquired some patents covering his ideas and he spent two years surveying possible subway routes under Third and Eighth avenues as far north as Harlem. Then he set to work on an El, breaking ground in 1876 at Sixth

Avenue and 42nd Street in midtown.

June 5, 1878, was a red-letter day for New York. On that date the Sixth Avenue El ran its first train from Morris Street northward to 58th, near Central Park. A steam engine pulled four wooden passenger cars, bearing city officials, reporters, bankers, clergymen, and Dr. Gilbert himself. The Doc was a proud man that day. Down below, in the shadowy gin mills along the Avenue, topers raised their glasses to toast the big event; and many a one-man celebration ended in the gutter, propelled there by the foot of a husky barkeep.

Meanwhile, the New York Elevated Railroad Company had planned and built another El—on Third Avenue—using its franchise of 1867. This one started from the Battery, the waterfront at the lower tip of Manhattan Island, where sailors from the seven seas guzzled red-eye and met tarts and followed them into their shabby rooms. It ran along the Bowery, the street of a thousand sins, and thence along Third Avenue, in the East Side slums, winding up at the Vanderbilts' Grand Central Depot on 42nd Street. Thus the Third Avenue project, like the Ninth, linked Wall Street with an uptown steam railroad terminal.

Ground was broken at Chatham Square, in the heart of the pushcart-market area, November 1, 1877. In that year Commodore Vanderbilt died, leaving his New York Central empire to his son Billy, who had won the old man's favor by shrewdly turning into cash the manure from a Vanderbilt-owned horse-car line. In that year, too,

Arrival of the first elevated train at Grand Central Depot marked the formal opening of the Third Avenue line.

railroad labor came of age, testing its strength for the first time in a national strike.

It was the gaslight era. A period when opulence flaunted its bad taste in plush and velvet, in barouches and baroque art. The work of building the newest El went forward so stoutly that the entire road began operating on August 15, 1878, about two months after the Sixth Avenue line had opened. But the public did not get to ride Third Avenue trains until August 26th.

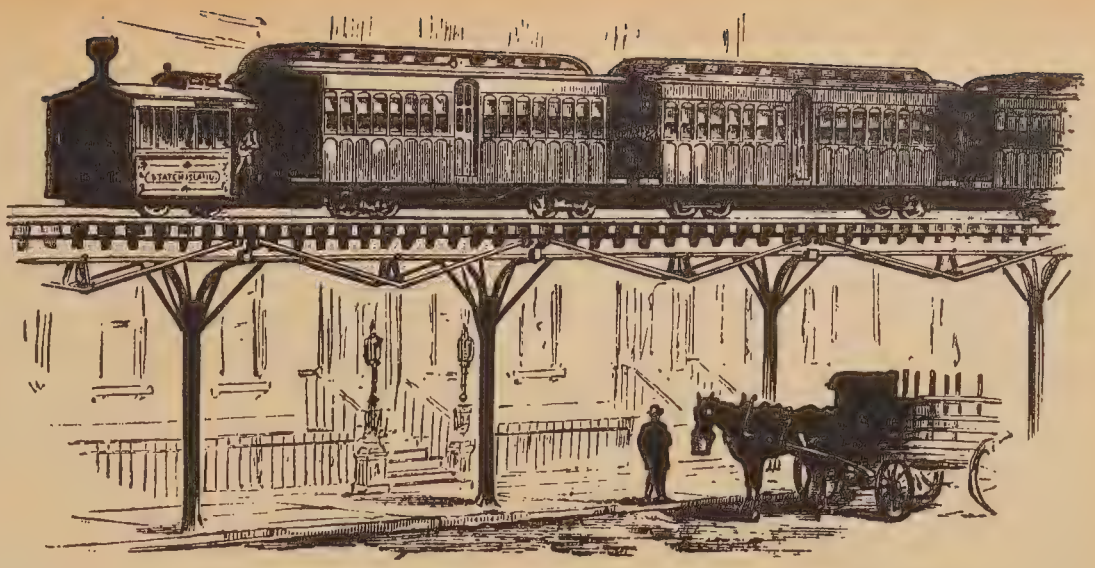
The mahogany cars gleamed with brass rails, silver-plated acetylene lamps, and white china lamp shades. Those of us who knew the El cars in their genteel decadence should go back to the halcyon days when such tycoons as Russell Sage, the line's principal owner, and the Vanderbilts, Astors, Goulds, and Morgans were not too proud to ride the El between their showy downtown offices and their even-more-showy uptown mansions.

At first the trainmen wore smart-looking white uniforms that were better suited for the stage than a crowded transit line. The company kept these suits neatly cleaned, starched, and pressed, supplying three fresh changes a week to each man. But around the time mutton-chop whiskers came in, white uniforms were discarded in favor of blue.

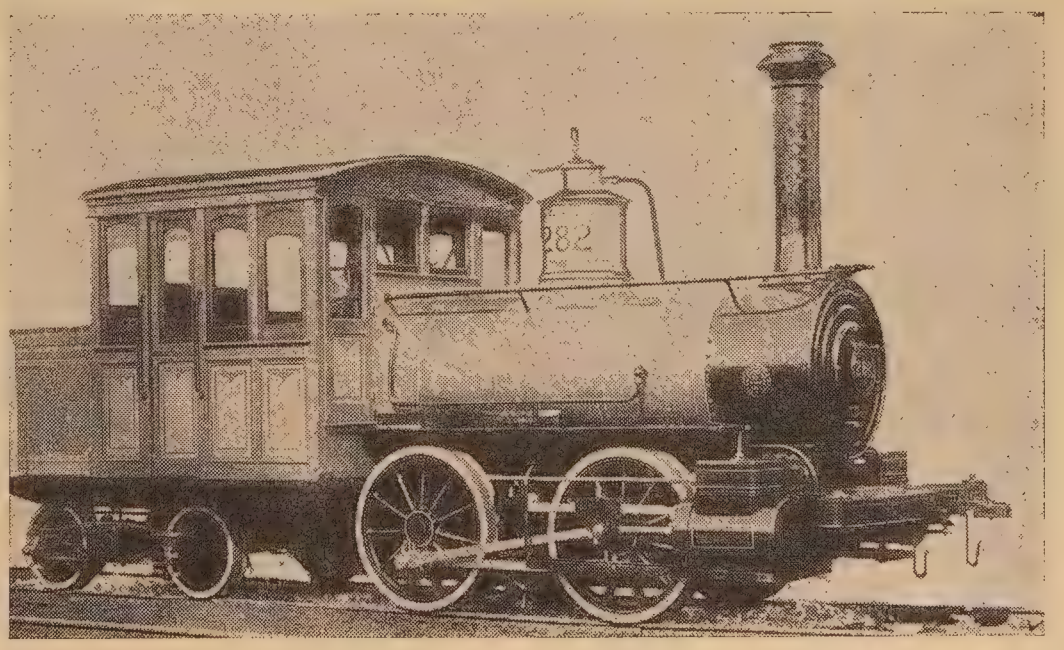
Conductors really had to work. It was no cinch for an employe to maintain his dignity while pushing through the cars, one after another, to collect and punch tickets. Those boys must have had a sixth sense to guess who had paid his fare and who hadn't. You bought a ticket at the station and gave it to the skipper—if he caught up with you—but in the earliest days of the El you didn't have to pay at all unless you could find a seat.

The company kept missing so many fares that when, at length, General Horace Porter of Civil War fame invented and patented a new-fangled ticket-chopping machine they quickly adopted it. After that, you tossed your ticket into the box as you walked onto the station platform.

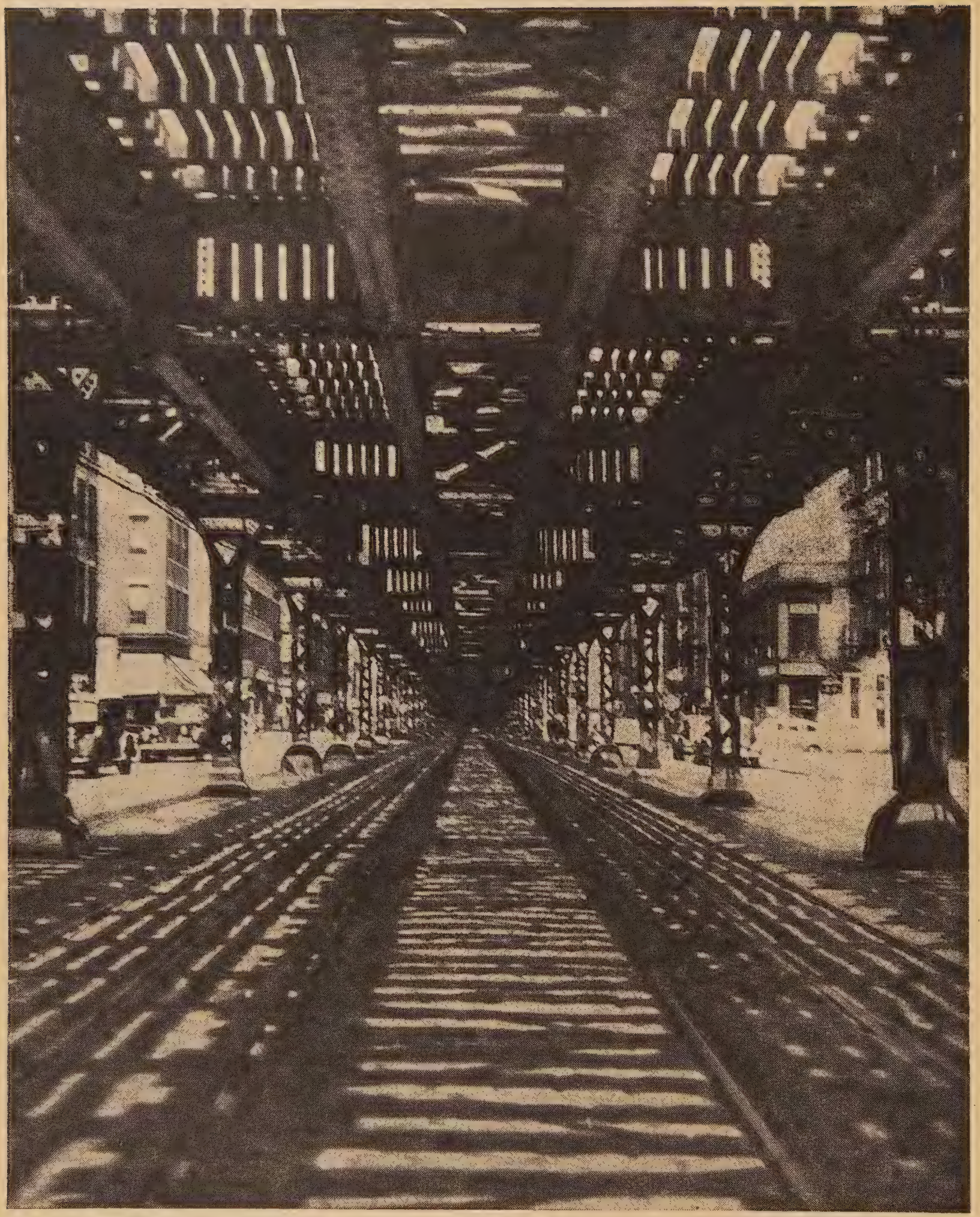
This system worked much better. However, some riders with low moral standards found it easy to pass any kind of small card that vaguely re-



The first elevated railroad structure was supported by single, upright, iron posts deeply rooted in the street. Hauling the above train is a boxlike, Baldwin-built steam dummy, the *Staten Island*. It's an odd-looking type of locomotive.



(Above) Steam dummy built for Ninth Avenue El by Baldwin (Burnham, Parry, Williams, & Co.) in 1876. (Below) Forney-type eight-wheelers similar to this one did most of the work on New York elevated lines prior to electrification.



Dr. John Bascomb, 145 E. 54th St., New York City

On sunny days the ancient El structure cast a distinctive pattern of lights and shadows along Third Avenue, which delighted photographers, both amateur and professional. This street became internationally known as the locale of Charles Jackson's best-selling novel, *The Lost Week End,* which was made into an even more popular movie and dramatized on TV and radio. Among those who objected to the El were real estate owners and motorists. Demolition was completed February 16th.

sembled a ticket. This practice made the stockholders unhappy. Another flaw in the new method came with night train service. Bowery bums who had no other place to sleep would pay a single fare and use the El trains all night long as a traveling flophouse.

For years the fare was a dime, except during the rush hours—between 5:30 and 7 a.m. and between 5 and 7 p.m.—when it was cut to a nickel for the benefit of the working masses.

The Victorian stations, ornate and gingerbready, with cheap stained glass windows, were designed by J. F. Cropsey. Their architecture suggested the Wizard of Oz. Some folks traced it to Swiss chalets; others termed it "Hudson River Gothic." The quaint buildings were equipped with pot-bellied stoves that glowed warmly in biting cold weather. There were also benches, into which amateur wood carvers cut their initials, and ill-smelling toilets for both sexes, their walls defaced with pornographic art, and wooden change booths, with a card above the ticket window stating the fare.

Shortly before 5:30 a.m. and five p.m. long lines of waiting people would crowd the stairs leading to the station. When the price card was turned to "5 cents" they would surge forward like a mob.

"It got so bad," according to A. L. Merritt, the general superintendent, "that we couldn't close the gates on the car platforms. So I organized a squad of special officers—forerunners of the subway guards of a later day. I put them at the El stations where the bigger pushes were, and gave them uniforms and helmets like those worn by cops."

On one occasion the fabulously rich Jay Gould was climbing the steps of the Third Avenue station at 42nd Street with his two sons when they saw the card being turned to announce the price change.

"Golly, papa," said one of the lads, "we just beat the ten-cent racket!"

As a rule, the plutocrats and stock brokers rode downtown between 10 and 11 in the morning and between 4 and 5:30 in the afternoon. During those hours conductors would manipulate the gates in such a way as to reserve the last car on each train for "the carriage trade." And they made a practice of holding a train if they recognized Russell Sage on a station platform.

Mr. Sage was worth perhaps $80,000,000. Like other gentlemen of wealth he rarely had much cash in his pockets. It was his habit to stop at the news-stand at the foot of the station stairs each afternoon and buy a paper to read on the way home. Fumbling through his pockets, if the great man found three pennies he bought *The Evening Post,* but if he had only one he purchased *The Evening Sun.*

One day Mr. Sage hadn't a single copper. A young broker friend, Frank Rogers, who happened to be with him, loaned the millionaire a coin for a newspaper. The two men then toiled up the stairs and boarded the last car. The conductor pulled the signal cord.

"Frank, my boy," Mr. Sage asked his companion, "did you put a ticket in the box?"

Mr. Rogers stared blankly. "Why, no, sir. I followed you in."

Sage then ordered: "Conductor, hold the train!"

The hireling pulled the cord again. Rogers got off, dropped a ticket in the box, and quickly rejoined his friend.

After the steam cars had got under way, Sage remarked: "I wanted to pass you, Frank, but it wouldn't have been fair to the stockholders."

That was Russell Sage, the penny-

W. H. Higginbotham, 180 Pearsall Drive, Mount Vernon, N. Y.

The only overhead walkway on the entire Third Avenue Elevated was this one at the 34th Street station.

Sy Reich, 92 St. Marks Pl., New York City

Uptown express (above) passes downtown local at 7th Street. The express cars, Q type, were converted from BMT open-enders to run on the Flushing line during the World's Fair. The local train consists of standard Third Avenue equipment.

W. H. Higginbotham

So that New Yorkers may always be able to see reminders of the Third Avenue El, relics from this 89th Street station have been preserved for permanent display at the Museum of the City of New York, Fifth Avenue and 104th Street.

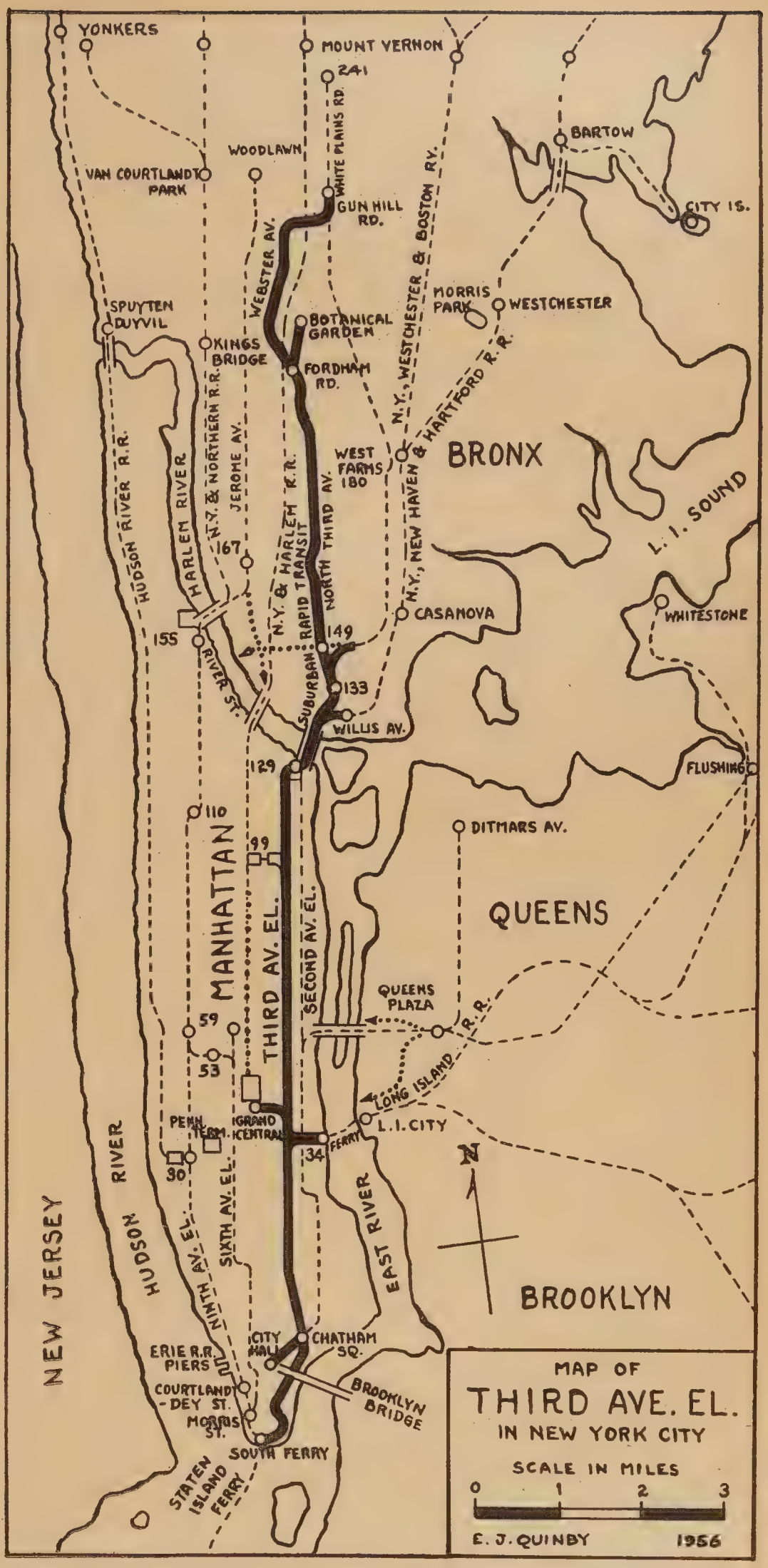
pinching big chief. Meanwhile, by Christmas week of 1878 the El's northern end of track had reached 129th Street and the company had built yards and a coaling station nearby. Later on, offices, repair shops, a locomotive servicing plant, and car barns sprang up in the Lennox Hill section, not far away. Horse-drawn streetcars had to be flagged while the little Forneys steamed over a grade crossing.

In 1879 the Metropolitan and New York elevated lines were leased to the Manhattan Elevated Railway Company for 999 years. That lease, we might add, still has some years to run, although the Els themselves have gone. If you drink white mule some night in the purlieus of *The Lost Week End* and see a Forney-powered ghost train streaming across the sky above Third Avenue, don't be surprised. Just tell yourself that the Manhattan Elevated Railway Company is rightfully operating trains under the terms of a lease which is still in force.

By and by the Third Avenue line began sending out shoots, like an onion. One spur stretched over 34th Street to the East River. It served mostly Long Island commuters and Belmont Park racetrack fans, and was historically important. On it Frank J. Sprague tried out his early experimental electric trains in 1885, using a center third rail and dynamic brakes. But in 1930, after the diversion of Long Island Rail Road trains to Penn Station had cut traffic on the El spur to a mere trickle, the service ended.

Another tentacle of the sky line extended from Chatham Square, the El's starting point to City Hall and the unfinished Brooklyn Bridge. Later on, of course, the bridge was completed. Steve Brodie's reckless dive from the new span to the greenish waters of the East River far below, to win a wager, made quite a splash in the local newspapers and created an American legend.

As the years slid by, like shifting stage scenery, the lusty Third Avenue El continued to improve. For one thing, it acquired middle tracks. In 1916 those tracks were rebuilt for fast express service, with "fly-over" express stations on the upper level. Trains



All that is left today of this overhead railroad is the section north of 149th Street.

New York City Transit Authority

Manhattan nocturne. A lone passenger waits for an uptown express on the Third Avenue Elevated Railroad at the Ninth Street station, near the Greenwich Village section.

ascended track ramps to the empyrean heights.

In one respect, at least, the express line made history. It was the first railway ever built in a theoretically correct manner, with each station standing on a hill crest. By taking advantage of gravity the noisy streaks of varnish could decelerate with a minimum of braking power and wear, and could pick up speed with a minimum of motive power. Thus the lack of space available for express platforms between the tracks at the original structure level turned out to be a blessing in disguise.

A ride on the El was quite an event. You could watch the passing parade of water towers, eye-level signs, lodging houses, and the endless rows of tenement wash swaying from fire escapes. You could see Cooper Union, that free institution of learning founded by a pioneer locomotive builder, and the disorderly flats on slit-like East Side streets. Also the Bowery, with its forgotten men, its slatternly women, and sidewalk peddlers. Skid Row.

One newspaper commented: "People didn't realize that when the Elevated Railroad was built the interiors of their homes would be visible to the passengers. Men, belathered and betoweled, cut their faces and angrily waved their razors in the windows, shouting curses to trainmen. Girls blushed and darted into closets. Matrons tried to look dignified in deshabille. If they had shades, they yanked them down."

No wonder the Third Avenue was called "the Peeping Tom line." On hot sultry days and nights, when human nature reverts to the primitive, some people are glad to get indoors and strip off their clothes, often too exhausted to think of privacy. This trend was more acute in the days before electric fans and air-conditioning. El trains were sun-baked by day and often crowded. Bored riders sought diversion along the route, and modest slum dwellers who lived almost within arm's reach of the passing tracks invested in curtains and window shades.

Regardless of Boss Tweed, fare chiselers, Peeping Toms, and irate trackside tenants, the Third Avenue line kept growing. One branch after another appeared. In 1886 the city's "annexed district"—an area of tomato patches and goat pastures, later named the Bronx—began campaigning for rapid transit as more and more houses were built. Accordingly, a Suburban Rapid Transit Company was formed to meet this need.

The SRT laid out four Bronx lines: the Central, East Side, Fordham Avenue, and Eighth Avenue routes. Contrary to the Manhattan procedure, these routes were surveyed on private rights-of-way through the middle of city blocks. The plan was to build on masonry piers and cross city streets on steel bridges. But the cost of land and structures proved to be so high that this plan was followed only as far north as 145th Street. There the line swung out into north Third Avenue on a conventional El structure.

The original Harlem River drawbridge, completed in 1886, was single-decked, with only two tracks. A lofty and expensive steel viaduct, on an S-shaped course, spanned the New Haven Railroad yards as well as the Harlem River & Portchester Railroad on one bank of the river. It connected with the masonry-supported El at 132nd Street. In 1888 the line pushed north along Third Avenue to 170th Street.

Meanwhile, a single-track elevated spur, the Harlem River branch, linked the steel viaduct with the New Haven's Willis Avenue terminal. This was a joint project of the New Haven and the SRT. New Haven trains ran over this branch and the Suburban's drawbridge into Manhattan between 1891 and 1905, after which El shuttle trains again took over.

In 1891 the Manhattan Railway Company pushed El construction northward on Third Avenue in the Bronx. By the spring of 1902 the line was running along a private right-of-way through Fordham College grounds to a fancy terminal at the Botanical Gardens. At first you paid an extra fare to ride north of 129th Street over

New York City Transit Authority

Passengers seated in these El cars faced forward, backward, left, and right.

W. H. Higginbotham

In the minds of many New Yorkers, pot-bellied coal stoves typified the quaintness of the Third Avenue El. This one served 125th Street. But even today, similar stoves warm the waiting-rooms on elevated extensions of subway lines in the Bronx, Queens, and Brooklyn. The underground stations have no winter heat.

the SRT, but in 1893, under Manhattan Railway control, a single five-cent fare went into effect for the entire distance from South Ferry.

During World War I, under Interborough Rapid Transit control, the Third Avenue line blossomed like a rose. Its express facilities were improved. A new double-decked and four-tracked drawbridge spanned the Harlem River. In 1917, the West Farms connection was opened, and in 1920 the Webster Avenue line.

Now we'll go back to 19th Century Manhattan. George M. Pullman, whose company built many cars for New York's Els chartered a special train one June day in 1878 to take him downtown to board an ocean liner bound for Europe. This is the only time that an individual hired an El train for his own use.

Two hundred Third Avenue El cars were built in 1878 by Gilbert, Bush & Company, Troy, N.Y., and Wason, of Springfield, Mass. Fifty more, built by G.B. in 1879, were wired for MU operation in 1907 and remained in operation until 1933.

Many oldtimers recall when the bicycle craze swept the country and everybody was singing the ditty about "a bicycle built for two." In those days certain cars on the El trains were reserved for cyclists. Ardent wheelmen and their female counterparts thought nothing of lugging bikes up and down the long flights of stairs in order to ride the special cars to Central Park or rural areas of the Bronx.

At first, some snobbery tainted the old El, such as plush extra-fare cars to serve the elite, and the last cars on other trains reserved for such folk as Wall Street financiers. But later on, democracy reigned, and bankers and dishwashers rubbed elbows. There was never a hint of racial segregation. Even New York's surface transit companies had stopped running separate cars for Negroes long before the first El columns were thrust upward from city streets.

Worth mentioning, too, were the open summer cars that the El set aside for smokers—they had cross benches and little sliding Dutch doors along both sides—and the line's first escalator, built for the benefit of patrons of Bloomingdale's department store, uptown.

Many of us remember the orange paint job on the cars, with the inviting legend along their sides, *Open Air Line,* that was adopted long after August P. Belmont had electrified the Els he controlled, using Frank Sprague's multiple-unit system.

With the advent of juice the trains were equipped with electric lights, the bulbs being almost bright enough to let you read at night without eyestrain. Electric heating and air brakes also helped to modernize the old cars.

New block signals included safety "trips" which automatically halted the train if the motorman ignored a red light. "Juicification" also made possible remote-controlled car doors and automatic cab signals, so that a train could be started instantly when all the doors were closed.

Beginning in 1907, the year after *Railroad Magazine's* birth, the Third Avenue El operated non-passenger trains for freight and express from the downtown Greenwich Street line via South Ferry to uptown 129th Street. The United States Express Company and Wells Fargo handled this service.

Five trains a day, usually during the lobster shift, rumbled over the glinting rails, loaded with merchandise and livestock from the Erie's freight piers on the Hudson River. Hefty hydraulic elevators boosted pianos and bananas, chickens and cattle, up to the El trains at one end of the route and lowered them at the other end. Waiting wagons picked up the freight for delivery in Harlem and the Bronx.

A few old heads can recall watching the Forney locomotives struggle to keep up steam heat for the coaches in winter and at the same time provide enough boiler pressure to climb the grades. The conversion to electric power meant that the Els no longer needed their 334 beautiful little Forneys—except that a few were held for emergency use. One hauled the work train that built the El extension across the Queensboro bridge. Some Forneys headed for the last roundhouse, but most of them were shipped to new careers in far-away places.

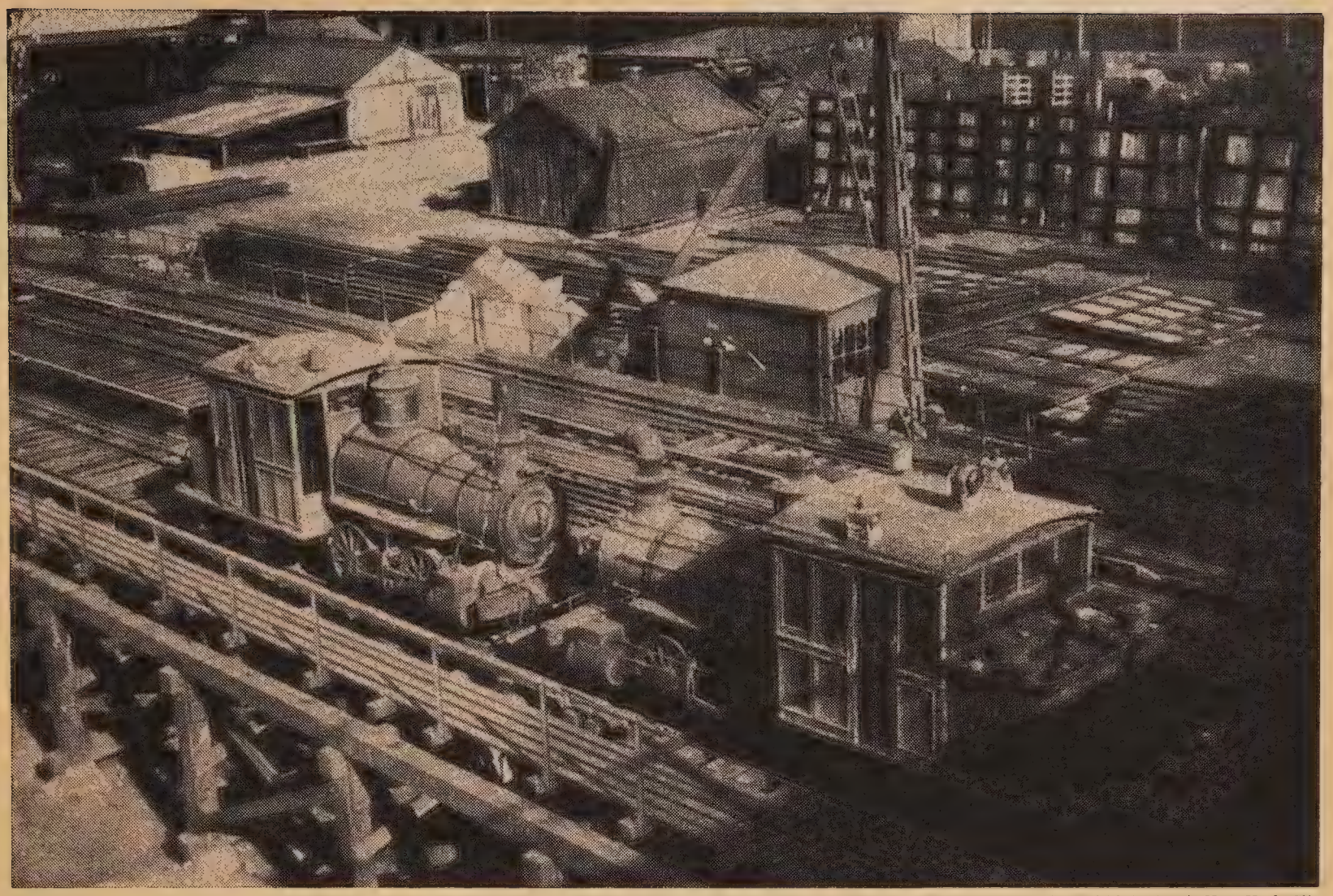
"As late as 1936 I saw one of those El engines operating in Peru, still sporting the name Manhattan Railway

Dr. George T. F. Rahilly

Wooden cars were telescoped in wreck that occurred June 8, 1916, on the Third Avenue line at 150th Street.

W. H. Higginbotham

Third Avenue at 115th Street: the spot where wreckers took their first bite out of the old El on August 5, 1955.



Vitaly Uzoff, 611 W. 141st Street, New York City

Two old Forney-type steam engines from the El, Nos. 137 and 295, were saved for many years after the road was electrified, being stored in the yard at 113th Street and Willis Avenue, but were finally scrapped in about 1942.

Company in faded letters," reports William F. Reeves, a former engineer on the Manhattan and the succeeding Interborough company. "Many of those little giants went to Panama and helped General Goethals build the Canal. Some turned up in Alaska, Japan, China, and Africa. They replaced elephants in India, dragged logs from the forests, ore from the mines, and one of them hauled passengers on the Morristown & Erie Railroad in New Jersey."

The Third Avenue line was progressive as long as it could afford to be, but the five-cent fare that the City insisted upon while the road was under private management enforced a rigid, ruinous economy. There was no money for new cars. The old converted steam coaches, which had paid for themselves again and again, clattered up and down the line till the bitter end, even after the City had taken over the operation and raised the fare to ten cents and later to fifteen.

Said *King's Handbook,* a famous New York City guide of the 1890s, "The elevated is the crowning achievement of modern transit." Real estate interests apparently don't think so. All of Manhattan's great Els—on Second, Third, Sixth, and Ninth avenues —have been demolished since 1938. It is our belief that they could have been saved by the use of fast modern cars, operating smoothly and quietly.

This contention is borne out by the presence of beautiful new cars, well patronized, that are running today on El structures in three of New York's five boroughs—Bronx, Brooklyn, and Queens. Further evidence of the soundness of elevated transportation is seen in the fact that even now the City is building many miles of new overhead structures—for motorists.

The first Manhattan El to be razed was the Sixth Avenue line, which a modern subway has replaced. Then came Ninth and Second. Service on the last one, Third Avenue, was lopped off piecemeal. Finally, on May 12, 1955, the City closed the entire line south of 149th Street. Only the Bronx segment of the Third Avenue El is still operating—and that, we hope, will last indefinitely.

By February 16th, this year, all of the rest had gone. Last to go was the 42nd Street Station, just outside of *Railroad Magazine's* office, where the original line curved west to terminate at Grand Central, a block away.

Why did the wreckers choose this spot for a windup? Well, there were power cables on the El structure that had to be rerouted underground. The reason, alas! has nothing to do with our own sentimental attachment for the old Third Avenue El.

New Lightweight Trains

Your editor was one of 343 invited guests who rode the new General Motors *Aerotrain* on the Pennsy from Washington, D. C., to Newark, N. J., while blonde cuties served refreshments and pinned carnations on passengers' coat lapels.

Designed to Cut Operating Costs and Increase Average Speeds, These Railiners Boldly Challenge Highway Vehicles and Airplanes

IN a sweeping move to lure riders back to the rails, four railway equipment builders are turning out new lightweight trains based on principles of design that were unknown in the so-called Golden Age of Railroading.

These four are ACF Industries, Inc., the Budd Company, the Electro-Motive Division of General Motors, and Pullman Standard. Cutting loose from the past, they boldly aim at: (1) Low initial cost, (2) Reduced operating and maintenance costs, and (3) Higher average speed but without excessive top speeds. The cars are built on the low-center-of-gravity principle.

ACF Industries made the first step by creating the rail-hugging Talgo train, which has since covered about a million miles on Spanish rails. On behalf of ACF, John Furrer, manager of the Talgo project, states:

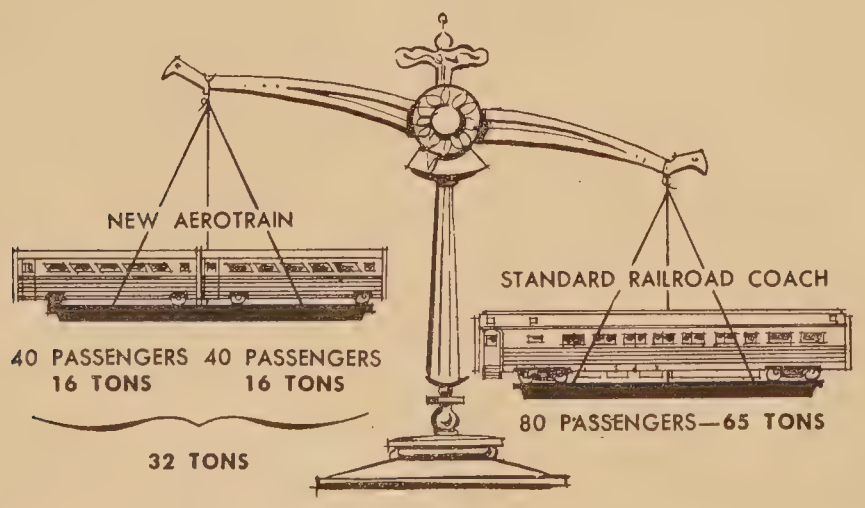
"The most significant overall improvements embodied in the new ACF Talgo is what we have termed standardized interchangeability of cars."

That is to say, a standard car body may be built with coach seats, roomettes, berths, or any combination of them.

Budd Company officials maintain that car builders should concentrate on features that pertain only to railroads, not attempting to overlap other forms of transportation.

Pullman Standard sponsors *Train X*, with single-axle two-unit coaches having dollies under one end of each uncoupled coach. The purpose of this design is, as one of the company's vice presidents puts it, to "permit train trailing weights of approximately one-third of the conventional" and to "utilize relatively low-cost electrical equipment." The design makes for "low contour, low center of gravity, and inherent self-banking."

The General Motors *Aerotrain*, which is being tried out on various roads, including the Pennsylvania, the New York Central, and, more recently the Santa Fe, is a ten-coach, 400-passenger train, pulled by a single-unit 1200 hp. diesel locomotive. The Pennsylvania put such a train into service between New York and Pittsburgh. ●



The *Aerotrain* is designed to carry more live weight than dead weight. Two of the 40-passenger cars weigh about 32 tons as compared with 65 tons for the conventional 80-passenger coach.

Lucius Beebe and Charles Clegg make themselves at home in their newly acquired mansion-on-wheels, the *Virginia City*.

PRIVATE CAR

Meeting ICC and AAR requirements, Beebe-Clegg car can be carried at end of any passenger train in U.S. While not in use, it is stored at Sparks, Nevada.

AIDED and abetted by his partner, "Chuck" Clegg, Lucius Beebe is fast becoming a legend. A modern Petronius, he is widely regarded as a railfan *de luxe* and a connoisseur in the fine art of living. He hangs up his hat in Virginia City, Nevada, once the gold-mining capital of America, and shares with the also-famous Clegg the title to a private railroad car which they have named the *Virginia City*.

This is the second such equipage they have owned, having given away the *Gold Coast* to the Railway & Locomotive Historical Society, Pacific Coast Chapter, after gallivanting around the country in it for some time.

Beebe is a rail photographer, a columnist, a magazine writer, and the author and co-author, with Clegg, of a shelf of books, mostly steam railroad and Western lore. He's an Oregon apple-grower (by remote control) and publishes a famous old newspaper, *The Territorial Enterprise,* which boasts the

largest weekly paid circulation in the West. Chuck edits it.

Luscious Lucius has a secret ambition, to wit, to drive a Roman chariot in a great amphitheater production of the *Ben Hur* chariot race. At one time —but don't mention it—the tall Mr. Beebe was locked against his will in the air-conditioned empty cage of the giant gorilla *Gargantua* and was wheeled out briefly for exhibition to a circus audience. For years he's been trying to live that one down.

Beebe is 52, Clegg 39. The "Gold Dust Twins" are currently working on a Rinehart & Co. project to be entitled *The Age of Steam: A Classic Album of American Railroading.*

"It is to be a handsome and expensive book," says Beebe, "not monstrously inclusive, say 400 pictures—photographs, paintings, line drawings, lithos, and so on."

The *Virginia City,* built by Pullman Standard, first saw service as a Great Northern observation-room car before Beebe and Clegg bought and remodeled it. Ray Richter, one of the decorators, is quoted as having said to reporters:

"Those two nitwits told me to make it 'opulent and vulgar,' and I believe I've succeeded."

The motif is Venetian Renaissance baroque. The car is 93 feet long, weighs 185,000 pounds, and generates its own electricity. It is equipped with hot and cold running water. Also three telephones—why three?—and a loudspeaker system complete with eight hours of taped background music.

We know of only three other privately-owned railroad passenger cars in America: Augustus A. Busch, Jr.'s *Adolphus;* John Ringling North's *Jomar,* and Bruce Dodson's *Helma.* ●

PULLMAN Slumbercoach

FACING stiff competition from other forms of travel, the railroads are clamoring for luxuriously comfortable novelties that will lure riders back to the rails and at the same time cut overhead cost.

The Pullman Company has designed a new type of car to meet such a need. The Slumbercoach, we are told, can be used interchangeably in three different ways: (1) day or night sleeping berth, (2) day or night coach accommodation, or (3) both simultaneously in one car.

A Slumbercoach can be built to hold from 27 to 31 passengers in berths or from 50 to 62 in coach seats, depending upon the car plan. These cars are, of course, air-conditioned, and are equipped with either incandescent or fluorescent lighting, automatically controlled.

The Slumbercoach is designed to attract people who travel overnight but do not want to pay for conventional berths or roomettes. ●

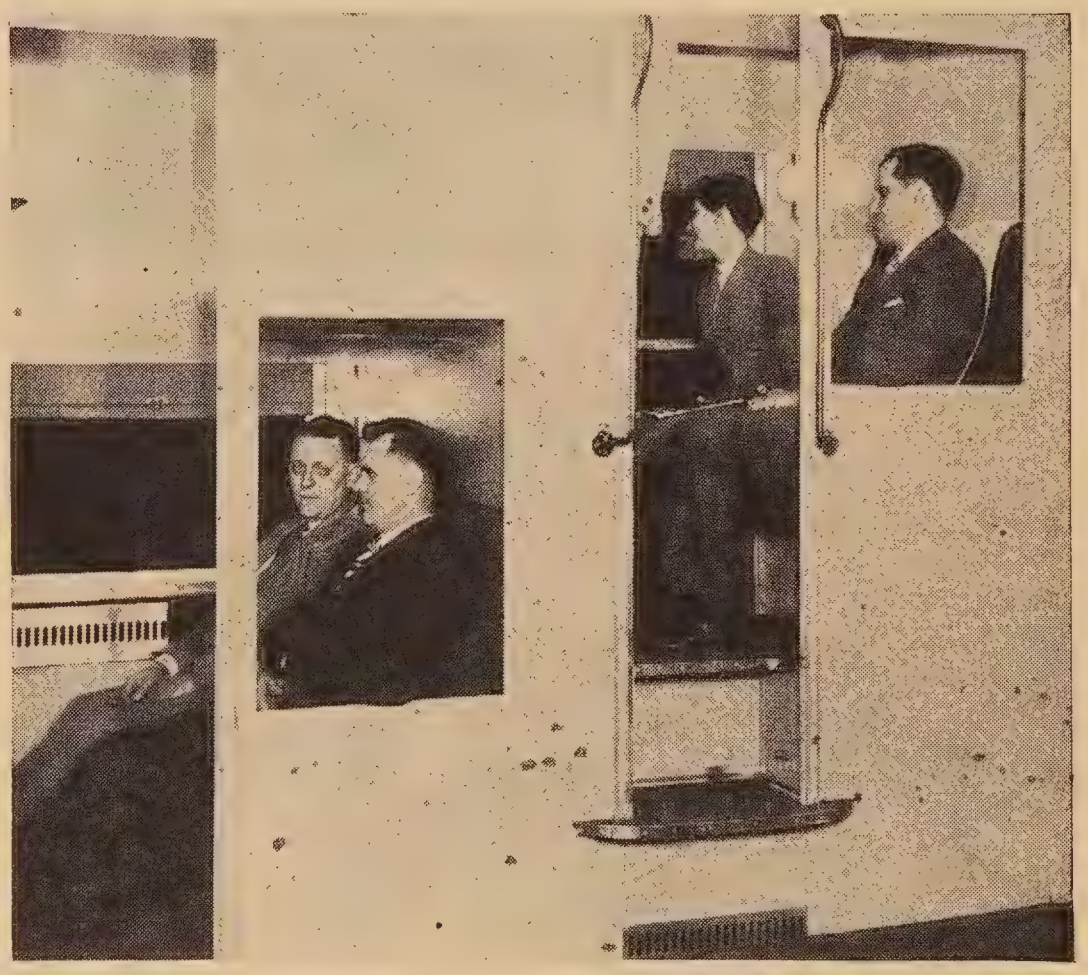
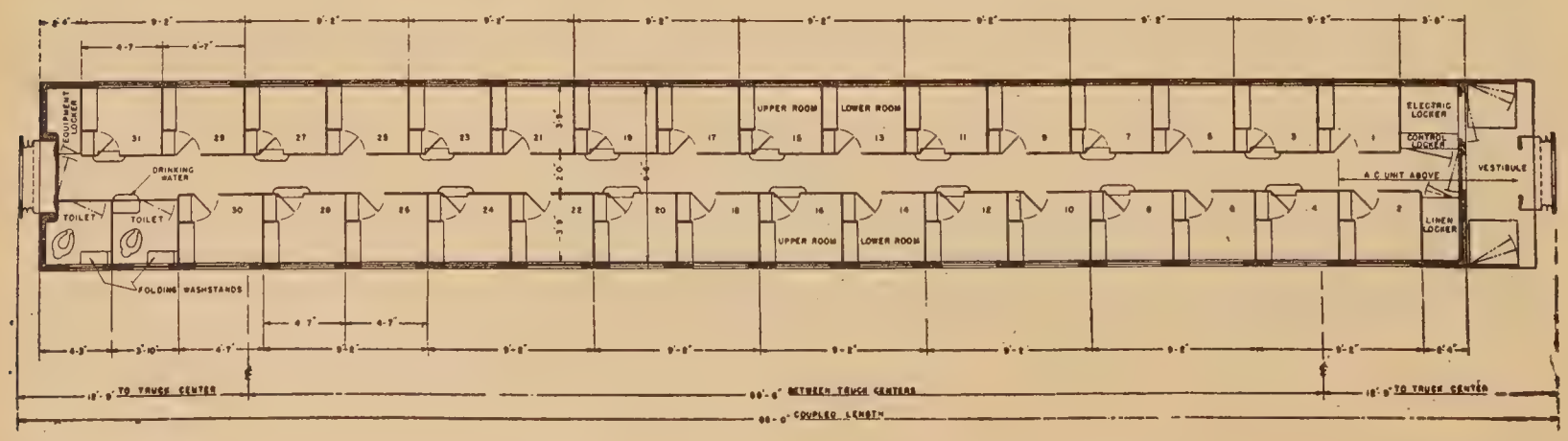
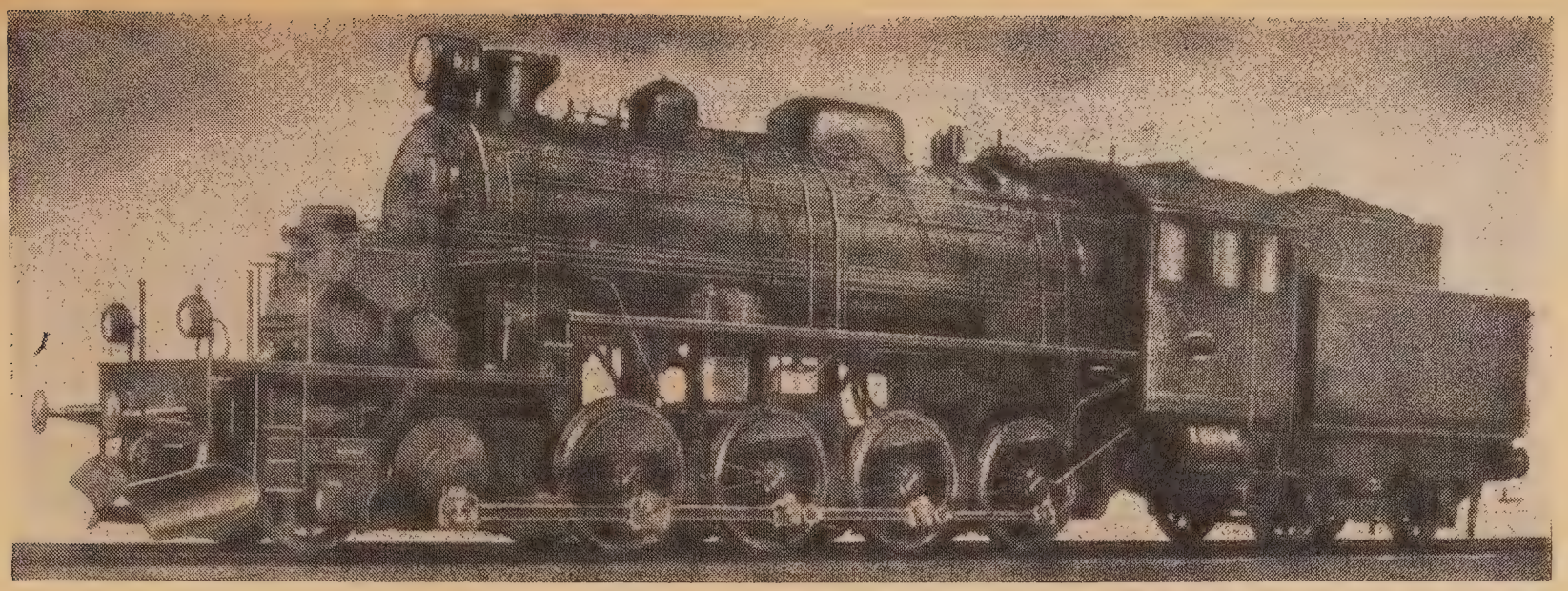


Photo and floor plan show how Slumbercoach uses space economically.





C. W. Jernstrom, 114 Fremont St., Elkhart, Ind.

This powerful 2-8-0 turbine locomotive was outshopped in 1930 by the Nydquiest & Holm Works at Trollhatten, Sweden.

100 YEARS OF SWEDISH RAILWAYS

The System Is Keyed in with an Estimated 750 Million Tons of Rich Iron Ore Deposits in the Land of the Midnight Sun

by P. C. GRAVES

THIS YEAR marks the centennial of the completion of Sweden's first government-owned railroad, and next December 1st will be a day of great celebrating throughout the country.

Count Adolf von Rosen, the "Father of Swedish Railways," started the present network in 1851 by building a short line with money provided by private capital. When he first proposed this "radical" idea there was bitter opposition from all sides. His fellow countrymen contended that railroads were useless in a cold climate. However, Rosen was able to prove that the flanged wheel on the iron rail was the only practical mode of transportation for a country where, for at least six months a year, canals were frozen and horse-drawn wagons were stopped by impassable roads.

The fact that Sweden was rich in iron ore was another convincing point in his favor, for here was a resource practically untapped due to a lack of means to get it to market. To a man with Rosen's foresight and experience the answer was simple. So the ore was mined and used for building both the iron highways and the cars in which to transport this valuable commodity.

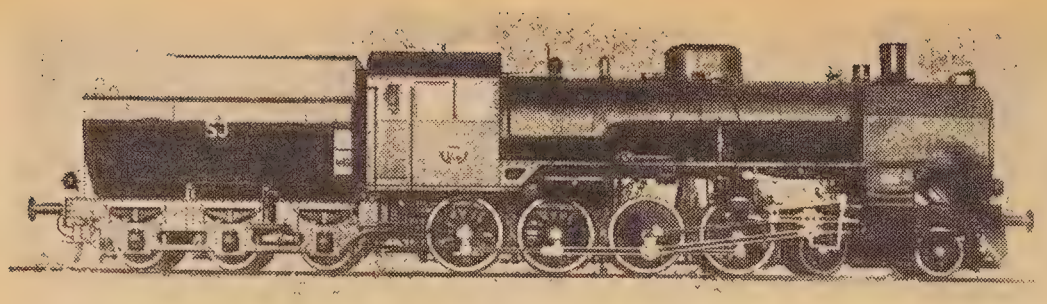
The Count must have been a persuasive man, for the *Rigsdad* (Parliament) authorized him to built a railroad between Orebo and Nora. And, on December 1, 1856, this pioneer road was completed.

Almost from the time the first rail was laid, the Swedish Government decided that all main-line roads must belong to the State. As a result, today 93 per cent are publicly owned and operated, and comprise the largest enterprise in the country. Branch lines are open to private investors, but all of them are landlocked.

Sweden's most dramatic railroad is the one in the Far North. True, it is not the world's northernmost rail line —that honor belongs to Russia, with its Kola Peninsula railroad terminating at Murmansk on the Arctic Ocean, about 200 miles north of the Arctic Circle—but the Swedish iron-ore line that runs well above "the Circle" deserves the wide publicity it gets.

Shortly after the turn of the century this road was built between Luela, Sweden, on the Gulf of Bothnia, and the Norwegian port of Narvik, to transport ore from nearby Kiruna, where deposits are estimated at 750 million tons. The ore is very rich, at times yielding over 80 per cent. Luela is the Baltic port nearest to the mines, but is icebound for six months out of the year. Narvik, though farther north, is always an ice-free port and handles a large volume of traffic.

The northern railroad is 300 miles long and is mostly within the Arctic



C. W. Jernstrom

Swedish Government Class E-10, built in 1947, will pull 450-ton train at 40 mph.

Circle. It occupies a unique position among the railroads of the world, running through a barren highland, populated only by roaming Lapps.

As the output of iron ore increased, it became necessary to double the tracks for at least part of the length, besides providing an expensive ventilating system for the Nuolja Tunnel.

In 1912 the line was electrified with power from a specially-built generating station at Porjes, utilizing the falls of the Luela River. Conversion from steam made it possible to increase the amount of freight hauled by 50 per cent. In addition, the running time was cut in half.

The electric locomotive illustrated on page 45 is of the heavy-articulated 1C+C1 type, with six driving axles, weighing 138 tons, and fitted with both automatic and direct acting brakes.

The line has been extended south to Trelleborg in southern Sweden, and is the longest continuous electrified rail network in the world (1,370 miles).

In proportion to its population, Sweden has more railroads than any other European country. It boasts a total of 10,300 miles, or 14 miles per 10,000 inhabitants, covering an area of 4,200 miles.

Most of the rolling stock is built at home. In fact, Sweden also builds locomotives for other countries. Among the newest types is one that can be stepped up to a speed of 93 miles on hour. One of the world's really powerful juice engines hauls the Thermo Train on the iron-ore line in Lapland. This train freezes perishables at the source of production and keeps them at 12 degrees Fahrenheit until they reach their destination, which may be several hundred miles away.

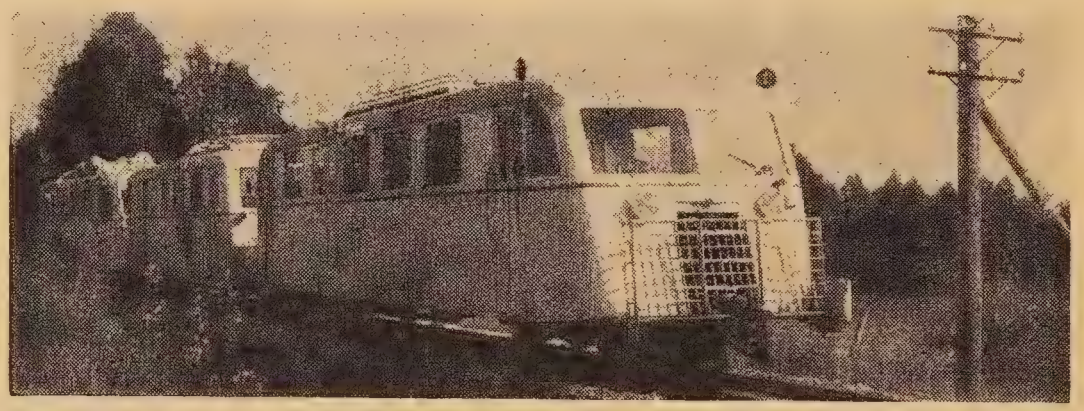
In passenger service, too, the Swedes have done themselves proud. Travelers from other lands are impressed by the efficiency, cleanliness, and order they encounter in the Swedish railway system.

The trains run on time and with little bell-clanging or whistle-blowing. Swedish railroad stations are models in functional design, but the severity of the architecture is offset by brilliant colors. Every depot, from the largest terminal to the smallest whistle stop, is surrounded by well-tended flowers and trees. Some trackside gardens extend for miles, delighting the traveler as he rides through this strange land.

Perhaps the most popular special tour offered by the Swedish Railways is the eight-day "Sunlight Land Cruise," which runs during the summer months. You board a beautiful modern train and are whisked in high style across the frozen tundras. In addition to other luxuries, you find facilities for taking a hot shower on board the train, even when it is running north of the Arctic Circle!

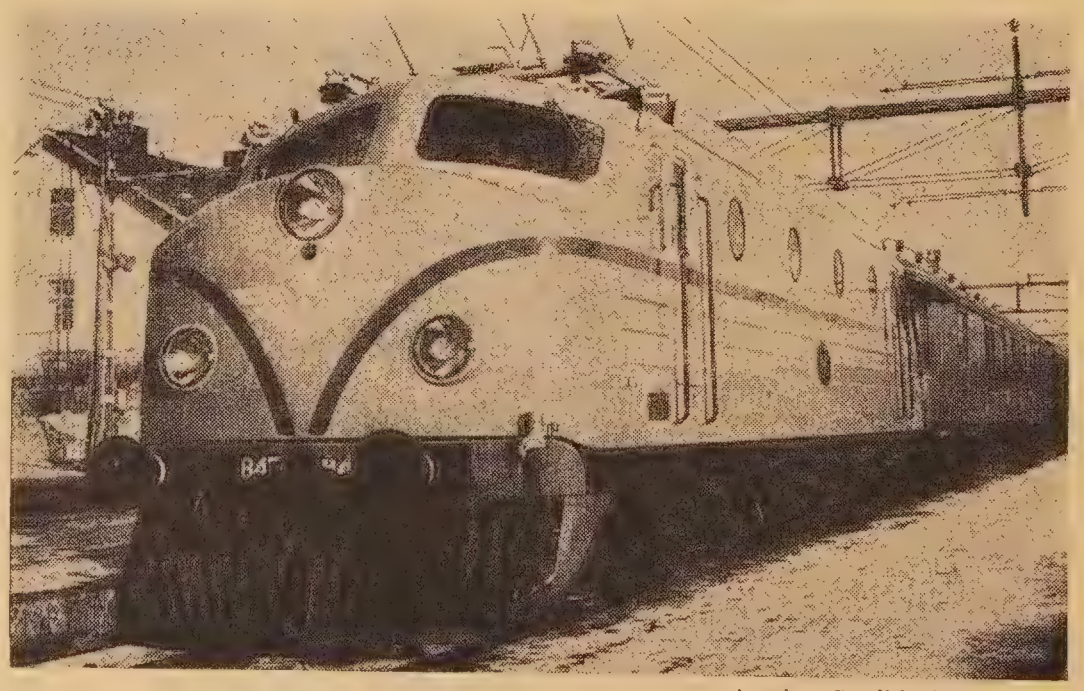
During the entire trip the train is "home" for the traveler. The schedule allows plenty of time for side excursions into the country, where he has the opportunity to enjoy picnics and folk dancing with a people noted for their hospitality. And if he likes swimming there's always a lake within easy walking distance for a leisurely swim, even though the latitude might make him think otherwise.

On the fourth day the train crosses the Arctic Circle and the passenger is in the land where, for six months, the sun never sets. At the first stop you go to the Fjaellet Mountain Hotel, which



American Swedish News Exchange

Modern Swedish railbus, with two trailers, is used for hauling freight and baggage.



American Swedish News Exchange

A late-model streamlined Swedish-built electric job on the State Railways.

boasts a golf course. Imagine the novelty of being able to tee off at midnight without artificial light!

A trip to Lapland is a fairly arduous undertaking, but one that many tourists will want to take before the train starts back on its journey southward. The line terminates at the Norwegian border, and civilization suddenly disappears as you follow a guide across duck boards into the soggy tundra. The nearest Lapp settlement is ten miles from the railroad across midsummer snowfields and several lakes that can be navigated with the help of an outboard motor, portaged between waterways.

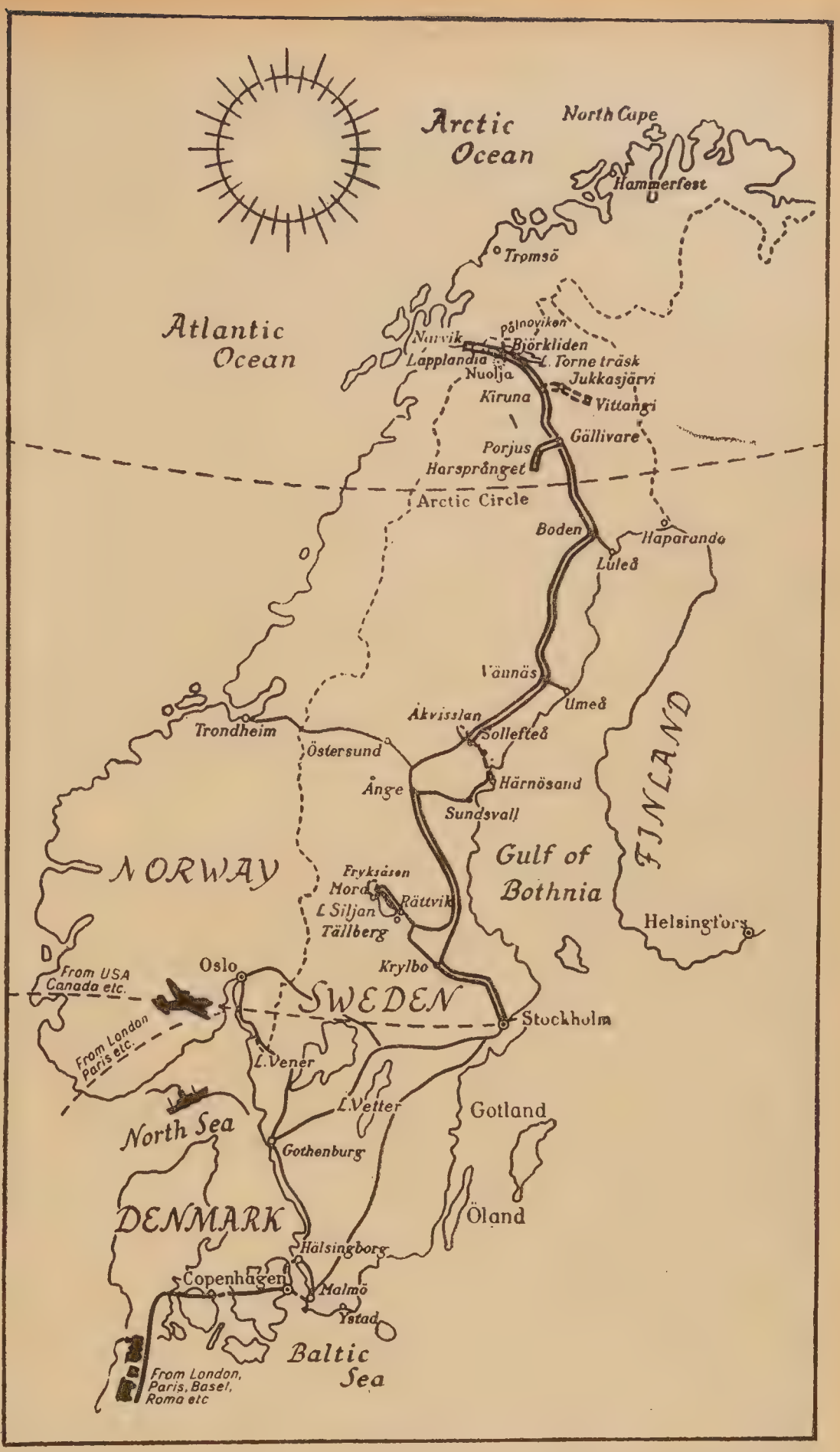
The settlement is nothing more than a few scattered tents, at what appears to be the end of nowhere. You sit on a reindeer skin, while your hostess serves coffee and reindeer meat, and all the time you are struck by the incongruity of the old and the new. She says a few words that pass for polite conversation, but there her hospitality stops, because she is occupied with turning out a gay-colored garment on her sewing machine as she listens to a portable radio which rests on a mound of birch branches.

Before leaving Sweden you might want to know something about the men who run the trains. A brief rundown will show that Sweden has always been free from railroad strikes, because of favorable working conditions. For instance, a trainman's salary is based on 208 hours per month. Besides his basic wage he gets compensation for each mile run and each hour on duty, with a little extra for night work. At turning points he receives part pay while waiting for a return train, and if forced to lay over, his lodging is free. Also, he is given a stipulated amount per month for each child under eighteen, and a bonus for work in "cold" districts.

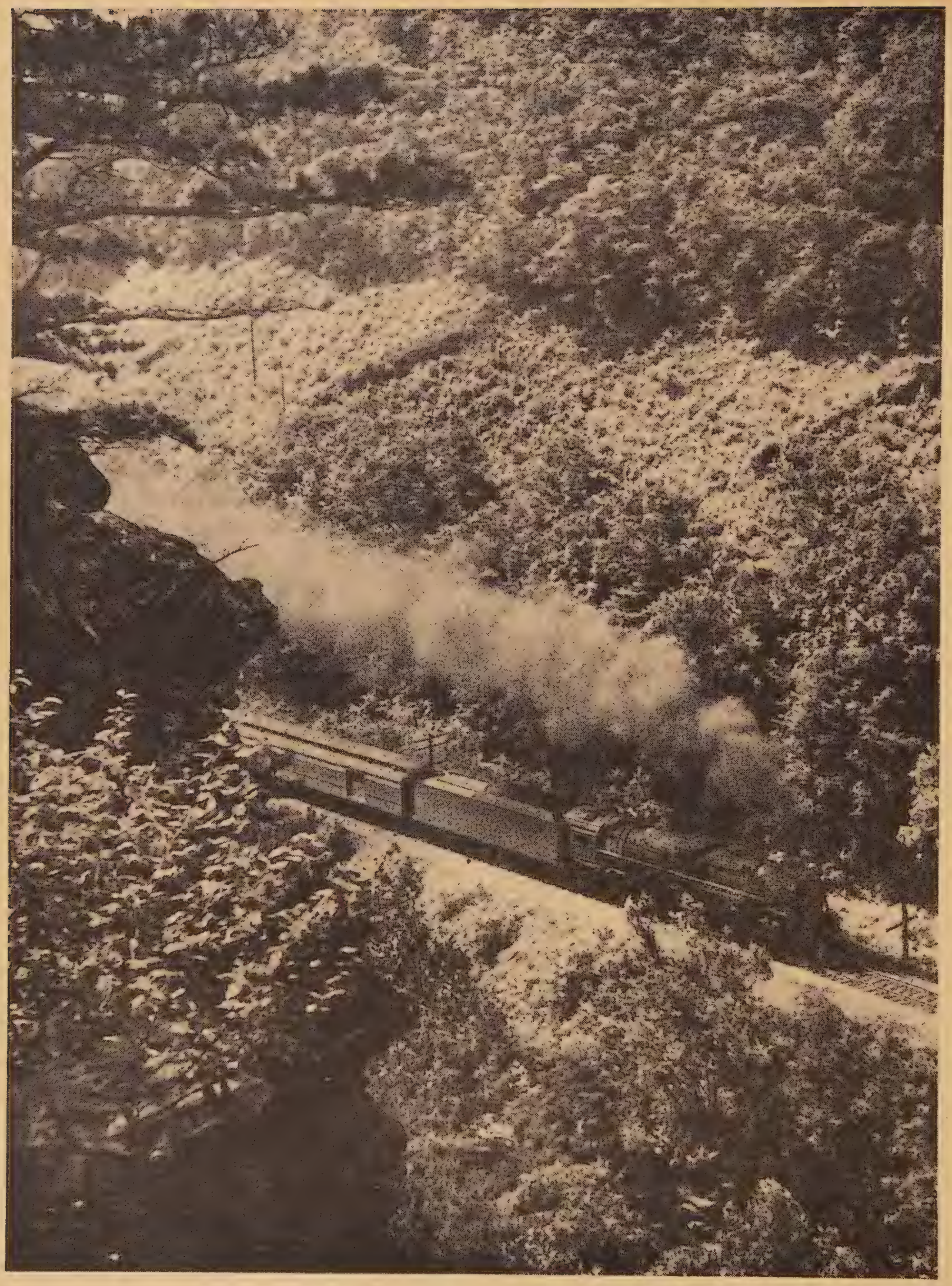
In Sweden the trains are run for service, not for dividends, and the Government was smart enough to get in on "the ground floor." The reverse was true in most of North America, where private enterprise built the giant rail networks. In Sweden, private enterprise takes a back seat, and pleads poverty.

To say that the Swedish Railway system is "ahead of schedule" is not exaggerating. This kingdom in the shadow of the Arctic Circle has much to offer in the way of transportation that is quite different from the North American version. The way of life in the New World is geared to encompass vastness and industrialism that Sweden has long admired but can never achieve, because of geographic reasons.

Sweden is a magnificent country—a land of wind-swept tundras and fjords, rich iron mines and laughing blue lakes, along with industrious, peace-loving people and a great modern railroad system that is now a hundred years old.



The government railways system which connects with important cities in Denmark and Norway, runs across Sweden and on up to the Land of the Midnight Sun.



George W. Wickersham, 535 Hawes Ave., Norristown, Pa.

Since 1856, when the Virginia Central first took advantage of Mill Creek's mountain cut, freights and varnish jobs have been pounding up the grades and adding staccato thunder to the roar of the dashing rapids you hear in Virginia's Panther Gap.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

1

Question: *What is the latest word on the development of the coal-fired turbine?*

Answer: We learn from Col. R. B. White, chairman of the Locomotive Development Committee of Bituminous Coal Research, Inc., which is developing such a locomotive, that test work on the turbine is expected to be completed before the end of this year. Actual work of building the first coal-burning gas turbine locomotive will probably get under way next year.

Tests are being made at LDC headquarters, Dunkirk, N. Y., in the Alco Products' locomotive plant. They cover improvements in the turbine's coal-handling system, combustor, ash separator, and blading.

2 *Who was Silas Wright Dunning?*

One of the editors of the old *Railroad Gazette* and the *Railroad Age Gazette* (now *Railroad Age*). He died in 1924.

3 *Which was Mississippi's first railroad?*

The Clinton & Vicksburg, chartered Dec. 19, 1831. This company and its successors, the Commercial & Railroad Bank of Vicksburg and the Vicksburg & Jackson Railroad, built the line from Vicksburg to Jackson, Miss. It is now a part of the Illinois Central.

4 *What does the white star on the sides of some New York Central boxcars indicate?*

When used on a freight car it means an "on-line" car, not to be taken from the Central tracks. The star on a baggage car indicates the presence of sanitation facilities.

5 *What is the world's most powerful single-unit diesel-electric locomotive?*

The Deltic diesel, built by English Electric Co., Ltd., and operated by the British Railways, London Midland Region. She weighs 106 tons and was designed for a maximum speed of 90 miles per hour in main-line passenger and freight duty, but can be geared for higher speeds.

Her most significant feature is the great increase in power which has been achieved in proportion to her weight. The two Napier Deltic engines together develop 3300 horsepower, making a ratio of 72 pounds of locomotive weight for every hp. This, we believe, is the best power-to-weight ratio of any diesel locomotive in the world.

6 *What happened to the Illinois Central's* Green Diamond *diesel No. 121?*

No. 121 powered the *Green Diamond* between Chicago and St. Louis from May, 1936, to April '47. Then she was put in service (for about two years) on the train *Miss Lou* between Jackson, Miss., and New Orleans. The entire train has since been scrapped.

7 *(a) What is the height of a 132-pound standard steel rail? (b) Which is greater—the width of base or the height of such rail?*

(a) 5⅛ or 6⅛ inches. (b) Height.

8 *In your February item 41, shouldn't you have placed the Baltimore & Ohio (with 11,000 miles, as stated on their calendar) third in the list of America's longest railroads?*

No. But that's a good question. According to the authoritative *Pocket List of Railroad Officials*, the B&O has only 6,183 route-miles. The *Official Guide* gives the B&O a round number, 6,200. The figure you cite is track-miles, which is very different from route-miles. Some route-miles are double- or triple-tracked, or, in yards, multiple-tracked, in addition to sidings and passing tracks. Our apology for having failed to specify route-miles in the February list.

9 *What is the height of a standard boxcar door?*

Between seven and ten feet.

10 *I found an abandoned logging railroad about 15 miles north of Dolores, Colo. What line was it?*

Very likely an abandoned grade of the Montezuma Lumber Co. This road

Santa Fe Railway

The Santa Fe's *Texas Chief*, northbound from Galveston, approaches Dalton Jct.

had a narrow-gage line between Dolores and McPhee, Colo., in the early 1940's and used Denver & Rio Grande Western engines, including Nos. 271 and 346.

11 *How many operating railroad companies are there in U.S.A.?*

About 660 common carriers.

12 *Name all Class I roads and approximate number of steam engines in service on each before dieselization. Also the number of steam engines each now has on hand, and the number of diesels.*

Whoa! You're asking far too much, my friend. You can get those facts from the *Pocket List of Railroad Officials,* published quarterly by the Railway Equipment & Publication Co., 424 W. 33rd St., New York City; and priced at three dollars per copy.

13 *What is a* zulu?

A *zulu,* or *zulu car,* is a boxcar used by an emigrant family, its household goods, farm equipment, and even some livestock, all crowded into the same car. Such travel was common among homesteaders on North America's Western plains, but such a means of transport would be rare today.

The term originated in Africa. In 1877, when Zulu tribes, led by King Cetewago, were at war with the British, the king was captured and held prisoner at Cape Town. His brother Oham then persuaded about 400 Zulu men, women, and children to surrender to the British. The 400 were taken by ship to England where they were put on exhibition in the various large cities.

William C. Coup, general manager of P. T. Barnum's Circus, brought the Zulus to America in 1881 and toured the country with them as part of the "Greatest Show on Earth." The tribespeople rode in boxcars with their possessions. Thus the term was added to our rail lingo.

Unofficial sign language, used mostly by train and yard crews, saves company time.

14 *What types of steam locomotives does the Union Pacific own?*

The UP has 25 "Big Boys," 66 Consolidations, one Ten-wheeler, 43 4-8-4's, 26 MacArthur lightweights, 69 MacArthur specials and heavyweights, 2 light Pacifics, one heavy Pacific, 104 4-6-4's, 23 0-6-0 switchers, 43 2-10-2's, 13 Mountain types, 11 4-12-2's, and 6 Consolidations of the 6200 series.

Altogether, the UP has 433 coal- and oil-burning steam engines, of which 102 are in mothballs. Some changes in storage and scrappings are likely even before this issue of *Railroad Magazine* comes out.

General Electric is building 15 8500-hp. gas-turbine-electric locomotives for the UP, and may build 30 more in the near future.

15 *What is* dunnage?

This term describes staging, bracing, shelving, etc., after a freight car has been unloaded.

16 *What is a convertible container car?*

The latest type of such car, with the brand name *Adapto,* was built by American Car & Foundry and is going to work on the Rock Island this summer. ACF describes it as the first multiple-purpose car in railroad history.

It is a 35-foot flatcar, with an air-cushioned, adjustable platform which provides interchanging attachments for quick conversion to gondola, boxcar, refrigerator, tank-car or piggyback service. Because of the interchangeability of superstrucutres, shippers using it will

pay for fewer "empty" miles and less dead weight. Another of its advantages is the time saved by use of trailer trucks to transport two 17-foot lightweight containers from the shipper's door to the railroad siding.

A new type of cargo container known as a Mobilvan, developed by the Clark Equipment Co., has just gone into service between New York and Chicago. Each Mobilvan is 8 feet wide, 8 feet high, and 21½ feet long, and fitted to lock in place on a railroad flatcar or a flatbed motor truck. Three can be loaded on one flatcar by a fork lift truck.

The Pennsy was the first railroad to develop and use container cars.

17 *Is there any country in the world which has no railroad?*

Yes, indeed. There are four, all in Asia. These are Oman and Yemen, Arabian nations bordering Saudi Arabia, on the coast, and mountainous landlocked Afghanistan and Bhutan, in central Asia.

The largest is Afghanistan, about the size of Texas but with a population one and a half times as large. Afghanistan's exports of carpets, dried fruits, nuts, wool, cotton, hides, and skins are transported by camels and pack horses.

About 30 years ago the world had eight railroadless countries, but political changes and railroad-building have cut that number in half.

18 *What organization issues forecasts for carload traffic?*

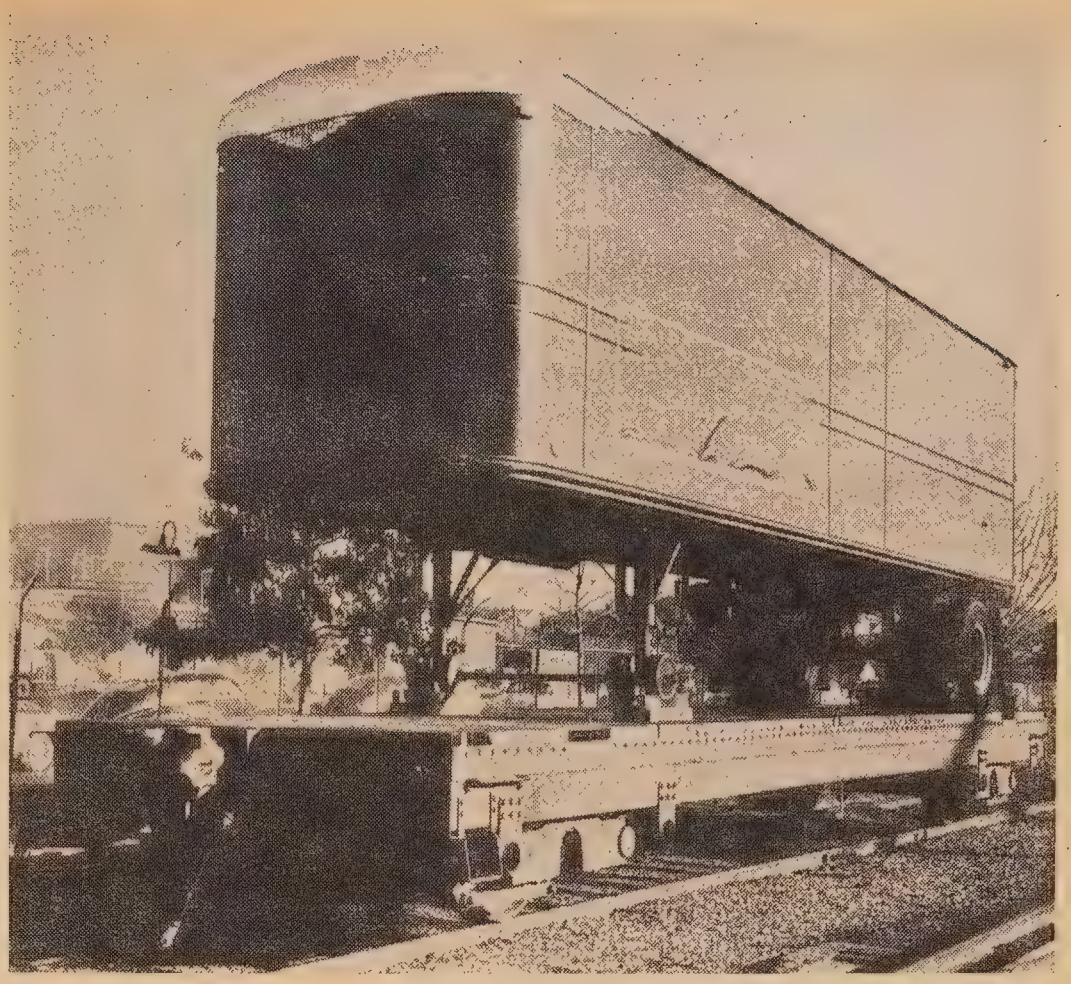
Regional shippers advisory boards.

19 *Why did the Erie Railroad originally start up at Piermont, N. Y., instead of Jersey City, N. J., as it now does?*

Because the railroad's charter stipulated that the New York & Erie (now the Erie) must operate within the State of New York. The original idea stemmed from a ruling that the movement of traffic to New York City's port would be controlled by an all-New York state railroad. Later the charter was amended.

20 *Will Swiss watches pass American railroad inspection?*

No. You must have an American watch with these specifications: 19 jewels, double roller, steel escape wheel, lever set, adjusted to temperature, five positions, open face, Arabic dial, wind at figure 12.



Latest type of container car, known as the Adapto, was built by American Car & Foundry. Its air-cushioned, adjustable platform has interchanging attachments for quick conversion to gondola, boxcar, refrigerator, tanker, or piggyback service.

21 *Can you furnish information about engine 3018, possibly an 0-6-0, with the word* Bayou *on the tender, which I once saw deadheaded on the Frisco Lines?*

No. The Frisco never had a No. 3018. They had some 0-6-0's, including one numbered 3801, but her tender didn't carry the word *Bayou*. This designation would suggest Louisiana, which is non-Frisco territory.

22 *Do grade-crossing accidents usually happen at night?*

No, indeed. More than 50 per cent occur in broad daylight. Contrary to popular impression, most of them are not connected with high-speed train operations. About 63 per cent of the trains involved are making less than 30 miles per hour at the time of the crash. Records show that some are actually standing still!

23 *Who was the first woman employed by an American railroad?*

Miss Susan Morningstar. She began clerking for the Baltimore & Ohio in 1855. That was back in the days when people were aghast at the idea of women going into business.

24 *What happens to abandoned railroad station buildings?*

The companies demolish some, sell others, and give the rest to civic groups, churches, Boy Scout units, etc. Many become lunch-rooms or dwellings. (See page 70.) At Corvallis, Ore., the police department is housed in a former railroad station.

25 *Define flash wall.*

In oil-burning locomotives this is an arrangement of fire-brick in the fire-pan toward which fuel oil is delivered. It assists in igniting the oil and it deflects the flame's course.

26 *What were the objectionable features of the plain automatic brake?*

There were no objectionable features in such brakes when used on passenger trains or short or medium-length freights. However, on long freights you could not make an emergency applica-

tion quickly enough to prevent the slack of the rear of the train from jolting the cars rather badly, often to the detriment of their contents.

27 *How many steam locomotives does the Reading have left?*

By March '54 the road had fully dieselized its passenger and freight movements, but stored in red lead 30 freight hogs of the 2100 class and ten passenger Pacifics, for emergency use. However, early this year, due to increased freight traffic, six of the freight-haulers were put back to work.

28 *(a) Did a Reading train ever make 115 miles per hour? (b) Give me a history of engine 1027.*

A. F. Sozio

How well do you know your railroad stations? Where would you say this clock is located? (Answer on page 44.)

(a) Not that we know of. However a train on the Atlantic City Railroad (part of the Reading), pulled by engine 1027, made a record run from Atlantic City westward to Camden, N. J. Newspapers said the 6½ miles from Hammonton to Elwood, N. J., was covered in three minutes at the rate of 106 mph., but the Reading Co. has no official record to verify this.

(b) Baldwin built two Atlantic (4-4-2) type locomotives, 1026 and 1027, in March, 1896, to cover the 55½ miles between Camden and Atlantic City in 60 minutes with eight cars, and 50 minutes with six cars. The horsepower necessary for such work was estimated at 1400. Under test, the locomotives developed 1450 hp. at 70 mph. During July and August, '97, the average running time with engine 1027 was 48 minutes, equivalent to a start-to-stop speed of 69.3 mph. Her fastest test run was made in 46½ minutes, averaging 71.6 mph.

Locomotive 1027 hauled the world's fastest train in that year. She was fitted with a Wootten boiler and Vauclain compound cylinders. Renumbered 25 in April, 1900, she was then classified P-1-a. In April, 1904, when changed to a single-expansion engine, she was reclassified P-1-d. In April, 1927, she was retired.

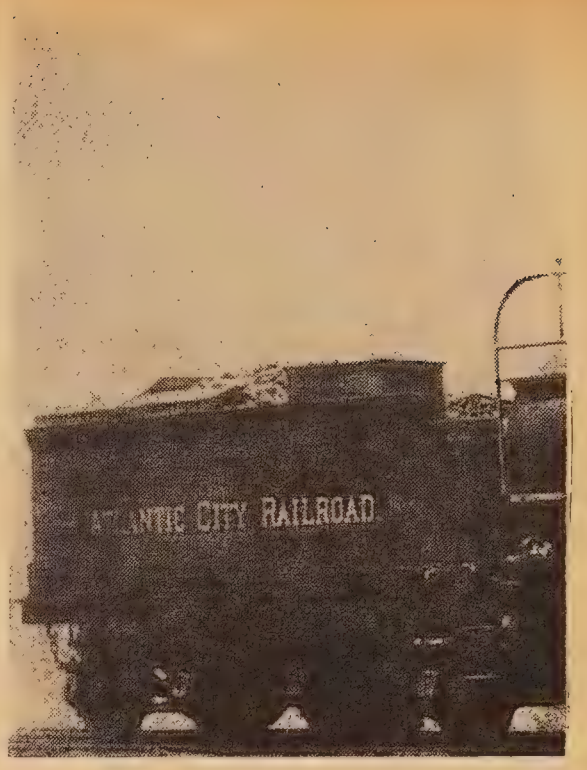
These engines served the Atlantic City line only in summer. During the winter they operated on the Philadelphia-New York run, where, because of bridge clearances, they were given shorter stacks.

29 *What is the so-called electronic brain that various railroads are installing?*

We answered this question briefly some time ago, but since it keeps bobbing up, we will say that the new gadget is a "memory" machine.

To be more technical it is a magnetic drum that processes data and has the capacity to "remember" 20,000 digits of information. When interrogated, the machine can answer in about one-400th of a second—supplying information very much faster than the beat of a humming-bird's wing.

Let's see what it does. Take the payroll operation. You feed into the machine a railroad employe's master control card, time cards, deduction cards, and year-to-date cards. You do this in order to learn the employe's gross pay, his taxes, deductions, and net pay. But you don't do any calculating. No,



Locomotive 1027 on the Atlantic City

sir! The electronic brain does it all.

Presto! Out comes a card punched with all the necessary data!

But that isn't all. While the wizard is mulling over the cards, it distributes the employe's earnings to the proper expense accounts and it accumulates ICC wage statistics on the drum. It does a lot more, too, but our space is limited.

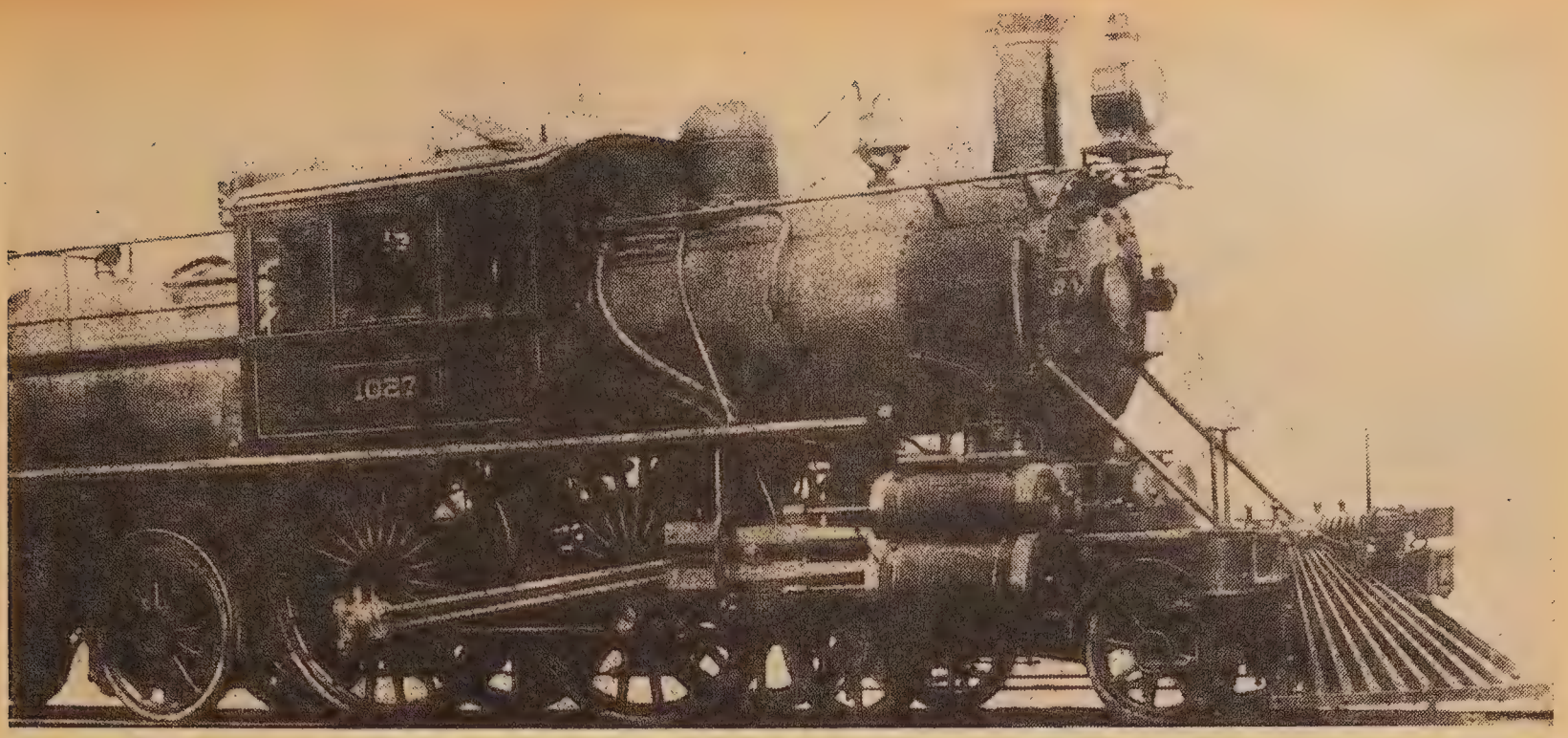
30 *A history of the Flemingsburg & Northwestern RR., please.*

Chartered March 1, 1876, as the Covington, Flemingsburg & Pound Gap, the line ran for 17 miles between Flemingsburg Junction and Hillsboro, Ky. Built as a narrow-gage, it was reorganized six times before emerging as the F&N. Following a wreck in 1909, the section between Flemingsburg and Hillsboro was abandoned, and the remaining 5.6 miles was changed to standard gage.

For about twenty years the line did a lively business. At one time as many as eight trains a day ran between Flemingsburg and Maysville to connect with the Louisville & Nashville. However, during the middle '30's, due to competition in one form or another the line gradually petered out. Passenger service was discontinued in 1943. The last freight ran in December, 1955.

31 *What is the longest railroad curve in the United States and where is it located?*

The Ponchartrain curve on the Illi-



Reading Company

Railroad (now part of the Reading), made record run from Atlantic City to Camden, in 1897, reportedly hitting 106 mph.

nois Central, between Ruddock and Trinity, La., is the longest single railroad curve in the country. With slight variations in degree, this curve, skirting the western shore of Lake Ponchartrain, extends 9.45 miles.

Another notable curve, also at Ponchartrain, on the Southern Railway (New Orleans & Northeastern) is almost 9 miles long.

The longest uniform single curve is believed to be on the Texas & Pacific between Alexandria and Cheneyville, La.—5.7 miles, with a 10-minute curve throughout.

Thus America's three longest rail curves are in Louisiana, due to the fact that the state has so many lakes and bayous.

32 *What are the names of the UP's streamliners and domeliners?*

Streamliners: *City of Denver* and *City of San Francisco.* The line has four domeline trains: *City of Portland, City of Los Angeles, The Challenger,* and *City of St. Louis.*

RUNNING EXTRA

QUESTIONS are piling up on our desk at the rate of about 200 a month. Obviously, we can't handle them all. Our department space is limited. We are forced to sidetrack those which do not seem to be of wide general interest.

Please do *not* enclose a self-addressed stamped envelope. We have neither the time nor the clerical staff to send railroad information by mail.

Some questions for which we cannot find answers are included here:

LONGTIME READER Charles Herriman, 320 S. Elmwood Ave., Kansas City, Mo., wants details on a wreck on the Hannibal & St. Joseph that happened in 1864.

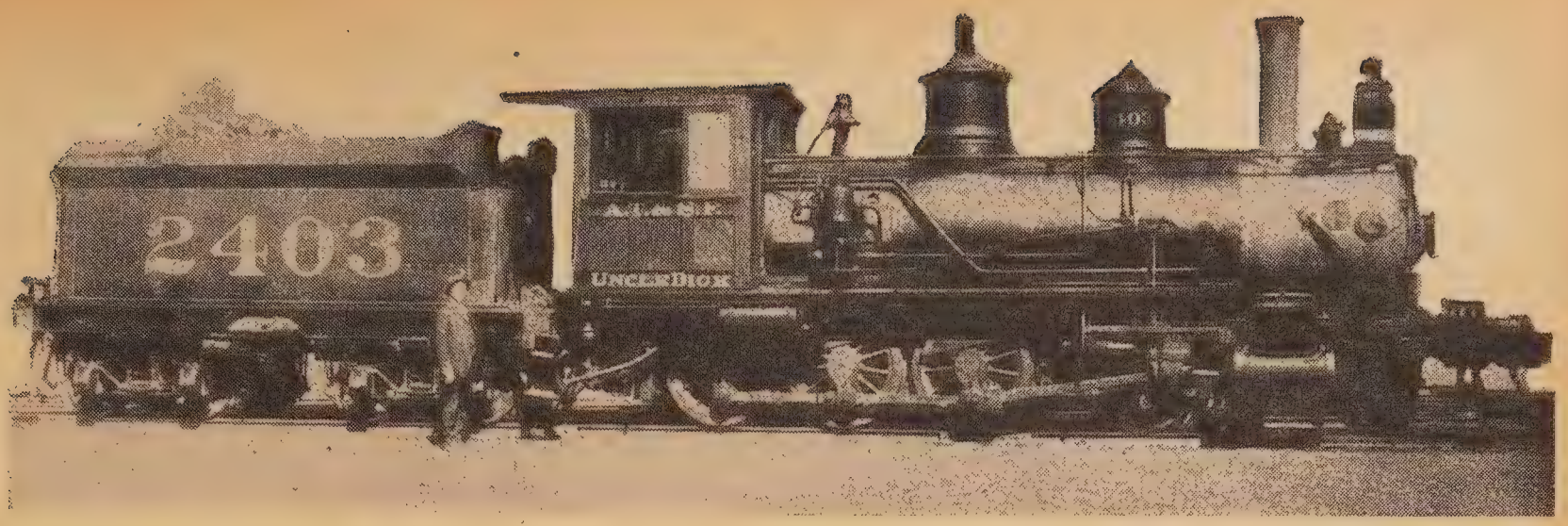
His grandfather, Bryant Purcell, carried a message from the conductor to the agent at St. Joe, walking through snowdrifts. Mr. Herriman thinks an old issue of our magazine ran an account of the wreck.

Reading Company

No, this isn't a modern train dispatcher on the job, but is H. F. Kellner, programmer, operating the Reading's new "electronic brain." Control buttons and flashing lights indicate the progress of railroad clerical work the machine is processing.

J. C. Thode. (From "Rails Around Gold Hill," see page 46)

The Midland Terminal's last passenger train (a Rocky Mountain Railroad Club excursion) erupts from the smoky blackness of Waters Tunnel into bright sunshine, with engine 59's thunderous exhaust reverberating from snow-clad mountains.



Santa Fe Railway

In her heyday the Santa Fe's 2403, *Uncle Dick*, was the world's most powerful engine. Built in 1877, she worked at helper service over Raton Pass, New Mexico, and went to the scrap pile in 1921. She was named for Dick Wooton, U. S. Army scout; he helped bring to justice three men who murdered a corporal outside his tavern at Raton Pass.

KENNETH F. DE ROUVILLE, 4 Chestnut St., Albany, N. Y., wants the dimensions and history of the old water car pictured in our Oct. '55 issue, page 16. He plans to build a model.

JOSEPH SMITH, 2320 17th St., Troy, N. Y., says the Boston, Hoosac Tunnel & Western (now part of Boston & Maine) was built in the early 1880s and ran from Rotterdam and Mechanicville, N. Y., to North Adams, Mass. It bought three 2-4-2 T Grant engines from the New York Elevated line (see page 17) which pulled open-car excursion trains between Saratoga, N. Y., and Saratoga Lake, connecting with an excursion steamer.

These engines, instead of being numbered, were lettered A, B, and C. A picture of a "twin" of A is lettered "O&WP Ry." Who can tell him anything about the O&WP?

T. GIANOPOLOS, Lodge 672, B. of L.F. & E., San Luis Obispo, Calif., comments on our statement (Feb. issue) of the Southern Pacific's mileage, 12,445, as follows:

"If you count its solely controlled affiliates, the SP really has a network of 13,459 miles, longest in the nation. The SP has a controlling interest in the Cotton Belt, with its 1,561 miles of railroad and principal SP connections at Shreveport, La., and Corsicana and Dallas, Texas. The SP also operates more than 16,900 miles of truck routes, the Cotton Belt more than 2,500."

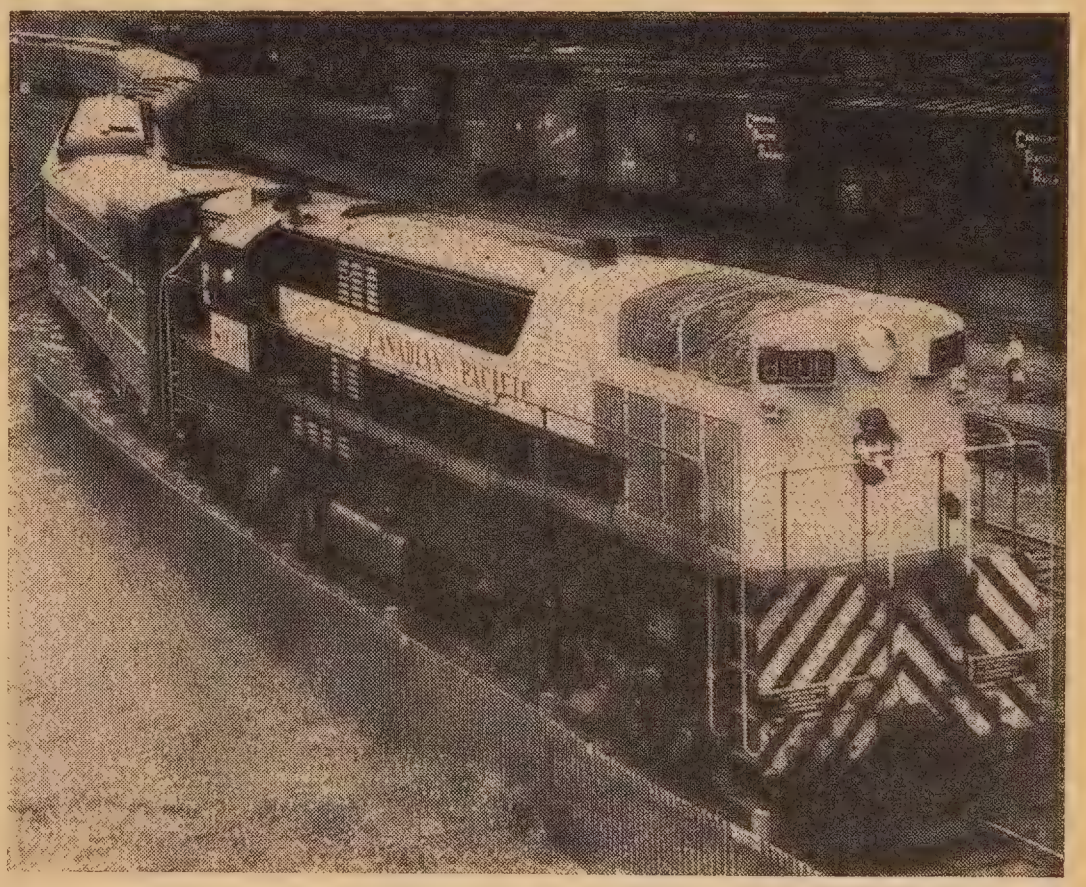
BARNEY BARNES (retired juice hogger), 949 Stierlin Rd., Mt. View, Calif., answering a query regarding railroad sound effects on records, says such records may be obtained from Thomas J. Valentine Co., 150 West 46th St., New York City.

EDWARD MAHONEY, 507 Wellesley Dr., S.E., Albuquerque, N. M., answers L. B. Moore's question (Feb. issue) regarding the small rusted 4-6-0 engine with the name *Subiaco* on her tank. She belonged to the Fort Smith, Subiaco & Rock Island, which operated in Arkansas.

Mr. Mahoney and Walter Hale, Albany, Calif., answer another question by identifying the freight car that W. P. Grant mentioned (Feb. issue) as belonging to Anderson, Clayton & Co., a processor of farm products headquartered at Houston, Texas.

"WHO can tell me anything about the old Monroe County Belt Line?" asks Ted Miller, 119 Lettington Dr., Rochester, N. Y.

PIGGYBACK information comes from E. Harper Charlton, 746 S. Lake St., Los Angeles, Calif. (author of *Street Railways of New Orleans* and *Railway Car Builders of U. S. and Can-*



Canadian Pacific Railway

Canada's most powerful diesel unit, CPR *Trainmaster*, poses with dynamometer car housing instruments to record the strength and pulling power.

The *Speed Merchant*, designed and being built by Fairbanks-Morse for speeds up to 115 miles per hour, will pull the New Haven's new sleek Talgo-type train that ACF Industries is building. (See page 40.) When running into and out of Grand Central Terminal she will be a straight electric locomotive, not a diesel-electric.

ada, now in preparation). He says that as early as 1858 the Nova Scotia Railway started hauling horses and wagons on flatcars, which was certainly a predecessor of the modern piggyback system.

DELBERT GERBAZ, 4205 Marks Pl., Ft. Worth, Texas, bought the car body of an ex-Colorado Midland business car, *Cascade 100*, with the idea of restoring it. He tried in vain to get photos and specifications from the manufacturer (Pullman Parlor Car Co.), which said they had destroyed all car plans of that year, 1898. He wants help in locating plans for a similar type of car. (Incidentally, Mr. Gerbaz supplied some of the plans reproduced in *Rails Around Gold Hill*, reviewed on page 46.)

CHALLENGING item 14 of our Dec. '55 department, R. F. Corley, 297 Swanston Ave., Peterborough, Ont., Canada, says the DL-700 is an exclusively Milwaukee-designed locomotive, *not* a Canadian version of Alco's DL-600 nor built exclusively for the Canadian Pacific nor rated 2660 hp.

He says the DL-600 is a 2250 hp. general-purpose unit, designed on the same general lines as the DL-700, but as a high-hood Canadian unit she replaces Alco's long-established low-hood road switcher design.

"WHERE can I obtain car rosters with specifications, builder, date, etc.?" asks Allan Davis, 1176½ S. Bronson, Los Angeles, Calif. We will now gaze into our crystal ball to learn whether Allan is thinking of city transit lines or railroads.

W. G. RATTLEY, no address given, asks if Howard Terminal, Oakland, Calif., is still using its saddle-tankers.

TOM HICKMAN, 230 S. Maple Ave., Oak Park, Ill., wants pix and information on old Thunder Lake Lumber Co. Railroad in Wisconsin.

A READER asks about cabooses. He can find a wealth of detail on the subject in Bill Knapke's article, "Little Red Caboose," which appeared in our issue of May '55.

ANOTHER reader wants locomotive rosters of the Minnesota Western, the Spokane International, and the Spokane, Portland & Seattle.

We published all three—in Aug. '43, March '49, and Nov. '52, respectively. Many back numbers for the past 15 years are still obtainable from our Circulation Department. Send in coin or stamps.

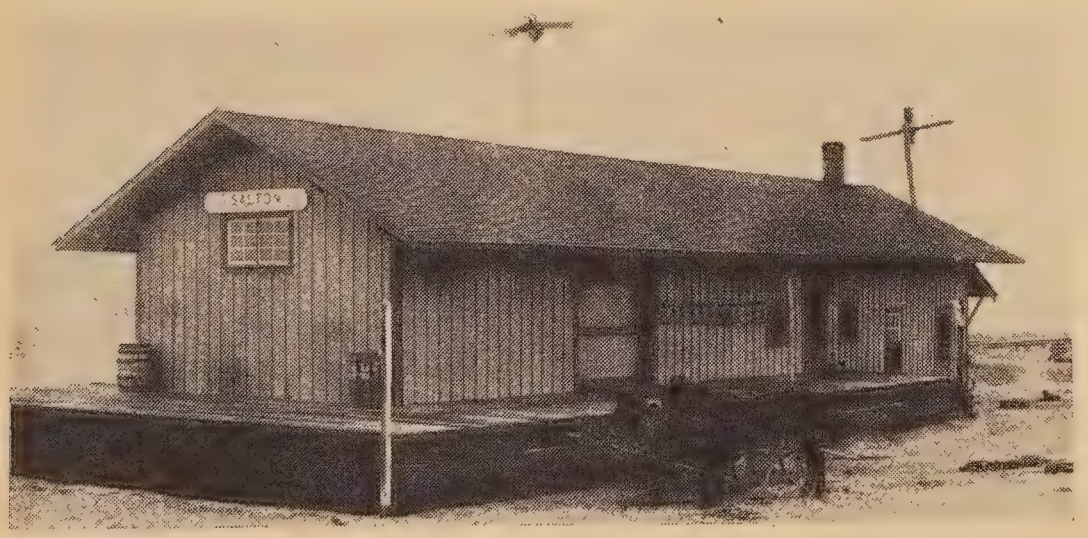
An index of all rosters we published appeared in two parts, one part in March '55, the other in June '55.

A DEVOTEE of Camelback locomotives, Warren D. Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa., wants information on Erie & Wyoming Valley 2-6-0 Camelback No. 35, built by Baldwin about 1892, eventually Erie No. 742.

"WHO can give me information on the type of railroad switch invented by Albert G. Cummings, Civil War captain and later mechanical engineer for Pennsylvania Steel Co., Harrisburg, Pa.?" asks his great-grandson, Lu Cummings, Jr., 129 Nevin St., Lancaster, Pa.

PERE MARQUETTE train-wreck details are wanted by Wm. H. Seitz, 10318 La Grange, West Los Angeles, Calif. "It happened in Christmas week about 1906, near Grand Rapids, Mich.," he recalls, "when I was a small boy. There was snow on the ground and I rode to the scene with my father in a horse-drawn cutter. Many lives were lost."

"I WANT a history of the Pittsburgh Street Railway lines," writes Martin Connolly, c.o. Col. R. M. Connolly, T.I. & E. Section, Hq. 6th Army, Presidio, San Francisco, Calif.



No station in the country is at a lower sea-level than this one at Salton, on the Southern Pacific, alone and sun-baked in the California wasteland.

CLOCK shown on page 40 is located in New York's Penn Station.

The Santa Maria Valley permitted smoky firing of engine 21 so that Donald Duke could take this dramatic shot.

ALL-TIME LOCOMOTIVE ROSTER

SANTA MARIA VALLEY RAILROAD

STEAM

No.	Type	Drivers	Cyls.	Weight	Boiler Press.	Tract. Effort	Builder	Builder's Number	Date Built	Date Acquired	Remarks
1st 1	4-6-0	57	18x24	110600	140	16230	Schenec'dy	1588	1882	1911	Ex SP of Arizona 69, Ex SP 149, 1641, 2075; scrapped 1913
2nd 1	2-8-0	50	20x24	142000	180	29200	Baldwin	31418	1907	1913	Ex Tonopah & Tidewater 5, Renumbered SMV 15 in 1925
2	2-6-0	50	18x24	112000	180	21400	Baldwin	29312	1906	1913	Ex Tonopah & Tidewater 4, renumbered SMV 12 in 1925
12	2-6-0	50	18x24	112000	180	21400	Baldwin	29312	1906	1913	Ex SMV 2, scrapped 1937
15	2-8-0	50	20x24	142000	180	29200	Baldwin	31418	1907	1913	Ex SMV (2nd) 1, scrapped 1933
21	2-8-2	50	19x26	162000	200	31900	Baldwin	58368	1926	1926	Acquired new
100	2-8-2	44	18x24	144330	185	27800	Baldwin	59284	1926	1942	Ex Charles E. McCormick Lumber Co. 4, Ex Pope-Talbot Lumber Co. 100
125	2-6-2	44	18x24	160000	190	31800	Baldwin	52790	1920	1941	Ex Columbia & Nehalem River 125, scrapped 1947
150	2-8-2	44	18x24	144330	185	27800	Baldwin	55804	1922	1942	Ex Vance Lumber Co. 4, ex Mason County Logging Co. 4, scrapped 1952
205	2-6-2	49	17x24	128000	195	23460	Baldwin	57613	1924	1933	Ex San Joaquin & Eastern 205, returned 1950, displayed Santa Maria Fairgrounds
1000	2-8-2	48	20x28	195000	180	35700	Schenec'dy	61535	1920	1944	Ex Hetch Hetchy 4, ex Newaukum Valley 1000, presented to Travel Town 1954

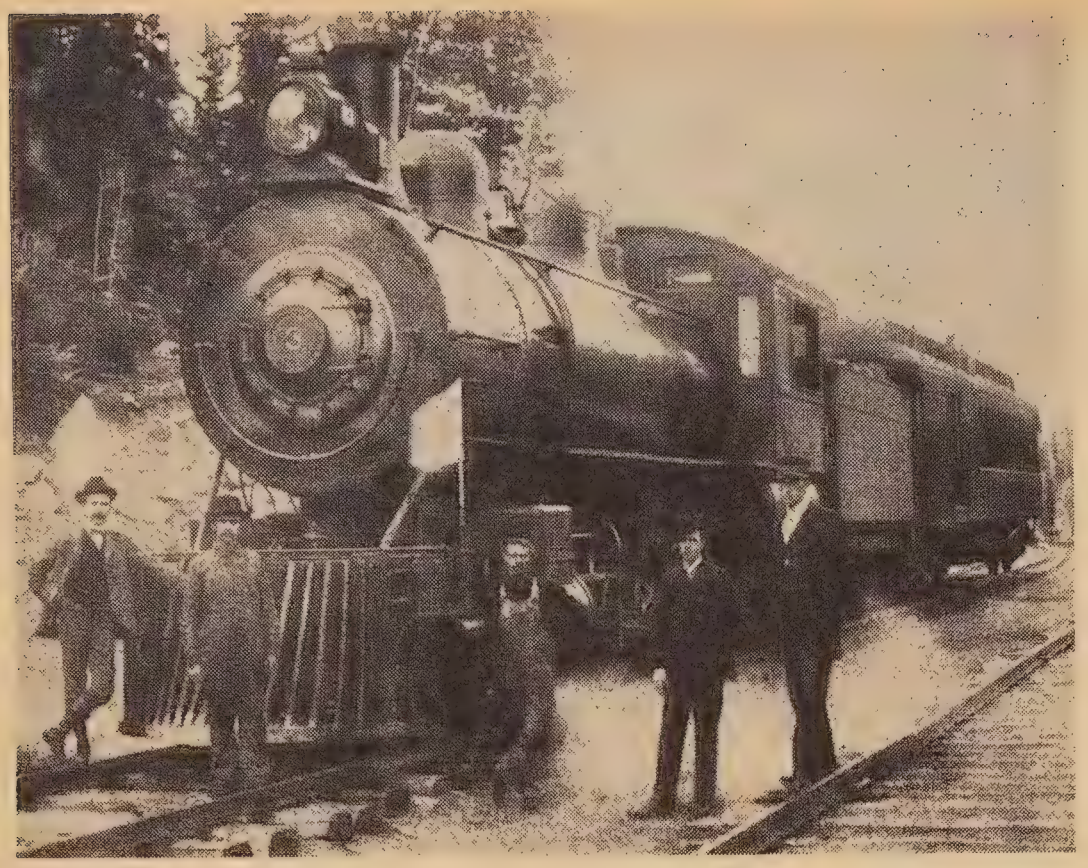
DIESEL-ELECTRIC

No.	Drivers	Weight Loaded	Length	Tractive Effort	Builder's Number	Date Built
10	36	139,000	37 ft.	41,300	GE 30019	July 1948
20	36	139,000	37 ft.	41,300	GE 30176	June 1948
30	36	139,000	37 ft.	41,300	GE 30447	Aug. 1950
40	36	139,000	37 ft.	41,300	GE 31282	March 1952
50	36	139,000	37 ft.	41,300	GE 31283	March 1952

NOTES

Each diesel-electric locomotive is rated at 600 hp. Engines are Cooper- Bessemer FWL-6-T 660 hp. at 1000 rpm, 6 cylinders 9x10½ inches. Locomotives 40 and 50 are dual service, with passenger-communication equipment. Generally locomotives are operated in units of two or three.

This roster supplied by Donald Duke, editor, *Pacific Railway Journal*, of which Vol. 1, No. 6, featured Duke's complete SMV history. Copies of that issue available, 75c each, by writing *Pacific Railway Journal*, 231 Lucas Ave., Apt. 2, Los Angeles 26, Calif. ●

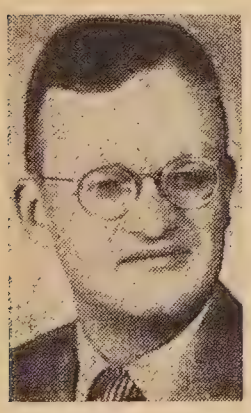


F. P. Stevens photo from Henry E. Coupland collection

Consolidation type: No. 3 of the Colorado Springs & Cripple Creek District Railway, with a special photographer's train, poses for her picture.

Books of the Rails

RAILS AROUND GOLD HILL, by Morris Cafky, Rocky Mountain Railroad Club, Box 391, Denver, Colo., 463 large pages, illustrated, $10.



Morris Cafky

This romantic title befits the story of a colorful period in history—the discovery of gold in Colorado. In 1890, "Crazy" Bob Womack, a cowboy, found ore in a mountain that overlooked the village of Cripple Creek and started a rush of prospectors to the region that was to be known as Gold Hill.

Three bonanza railroads were built around this fabulous mountain: the Florence & Cripple Creek, the Colorado Springs & Cripple Creek District (the famous Short Line), and the Midland Terminal. All are abandoned now, along with the mines which were once household words. But each railroad was unique, in a way, and fully justifies the author's enthusiasm in filling 463 exciting pages. Mr. Cafky has exploited his subject to a point where fact becomes as glamorous as fiction. The reader can span a hiatus of half a century and imagine himself a part of the old unforgetable era of steam and Morse. Add to that the author's devotion to detail and you have real Americana.

Rails Around Gold Hill is a handsome volume printed on large pages of coated stock. It is profusely illustrated with fine photographs (some of them rare), blueprint reproductions, maps, and timetables—to say nothing of three magnificent paintings in full color by Richard Ward. The major part of one of those paintings appears on the front cover of this magazine—a sample of the rich treasures that appear in Cafky's book. All of the photographs used with the current *Books of the Rails* department also come from the monumental *Rails Around Gold Hill.* The paintings were made especially for that book.

As we go to press, word comes from Denver that the supply of these books, each copy numbered and autographed by the author, is rapidly being depleted. We predict that, in time, *Rails Around Gold Hill* will become a collectors' item, priced for above what it now sells for.

COLLIS POTTER HUNTINGTON, by Cerinda W. Evans, 775 pages (2 vols.), Mariner's Museum, Newport News, Va., profusely illustrated with photos. $10.

This is the portrait of a great railroad builder whose motto was, "The aristocracy of labor is my aristocracy." Born in New England in 1821, Potter soon rose from peddler to "merchant prince" and as a partner of Mark Hopkins, founded the firm of Huntington & Hopkins.

But this was only the start of his success. Eventually he and Hopkins joined forces with Leland Stanford and Charles Croker to form the Central Pacific Railroad, which opened California to the world and later became the mighty Southern Pacific system. The story is set in the era of expansion, when fortunes were made and lost over night, but Huntington's business sense saved him and his many enterprises from three panics. At the time of his death in 1900 he was president of eight railroads and held directorships in about fifty other companies.

Too much of this chronicle is spent on letters, land grants, and lawsuits, and the author has not always cut a straight path through the chronological order of events; but the book is valuable for the clear white light it sheds on the beginnings of the Southern Pacific and the Chesapeake & Ohio, both of which Mr. Huntington helped to found.

ELECTRICAL HANDBOOK FOR MODEL RAILROADERS, by Paul Mallery, 260 pages, illustrated with diagrams and photos, Simmons Noardman Publishing Co., 30 Church St., New York City, $4.95.

Model railroaders who take their hobby seriously will be delighted with the electrical circuits and the many useful operating devices they find in this handbook. The author is, by profession, an electrical engineer and he has the rare knack of expressing himself so clearly that even the rankest beginner in the model field will know what he is talking about.

The book is complete with practical advice, tabulations, a rich supply of diagrams, and an index.

BULLETIN NO. 93, Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston, Mass. 140 pages. Price for members $2, non-members $3.

This interesting issue features a short biography of Frank H. Spearman (the Zane Grey of railroading), who published 19 books and many tales, includ-

Florence & Cripple Creek engine No. 20, the *Portland*, at Rock Point, Colorado (from a painting by Richard Ward).

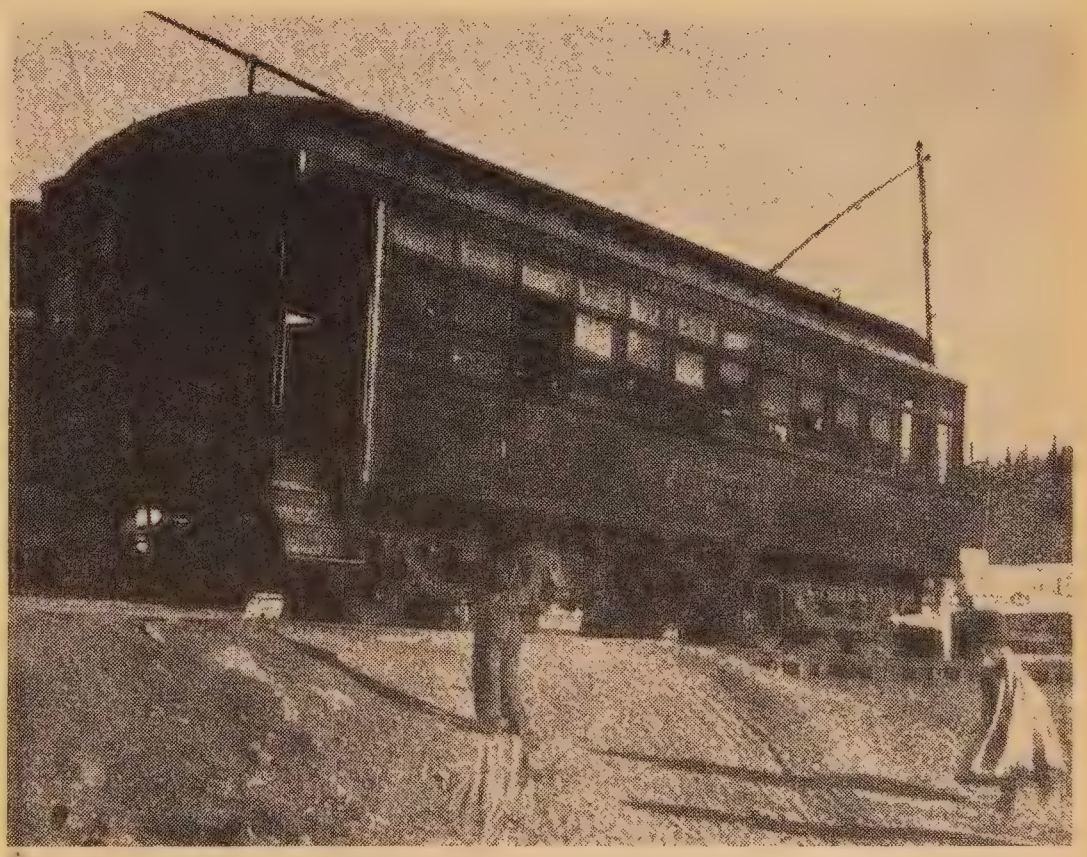
ing the famous "Yellow Mail Story." There are some good photos of steam locomotives; a short write-up of the Pittsburgh, Shawmut & Northern; an account of the Lincoln inaugural and funeral trains; a roster of USRA locomotives; logging roads in Northern Minnesota; a Wabash history; and a translation of a Dutch description of locomotive valve motions, plus a review of new books and periodicals. All in all, a volume designed to broaden the reader's railroad background.

THE RAILROADS OF THE SOUTH, by John F. Stover, 328 pages, University of North Carolina Press, Chapel Hill, N. C., $5.

Northern capital played a vital part in developing Southern railroads before and during the Civil War. Mr. Stover presents an able word-picture of antebellum operations, the widespread devastation following Sherman's various "marches," and the era of Carpetbaggers and lush grafting. The account is enlivened by such colorful characters as General Beauregard, a Confederate leader, and Colonel McComb, the shrewdest of all Carpetbaggers. Many pages are devoted to the shifting corporate directorships which led to creation of the Southern Railway system. Despite many footnotes, the book is clear and concise. Maps guide you, state by state, through the network of short lines that dot the South.

The Association of American Railroads produces more than 700 printed documents—reports, rule books, etc.

(Concluded on page 61)



Francis B. Rizzari collection

Electric car No. 1, the *Evelyn*, of the Cripple Creek District Railway in about 1900.

The Josserands, one of railroad's few man-and-wife teams, help to keep traffic rolling in the Feather River Canyon.

I Married a Train Dispatcher

We Met by Telegraph, Pete Courted Me in Morse Code, and Now We Are Working Together on the Western Pacific

A True Tale by GRAYCE JOSSERAND

THE MOUNTAIN, as the boys call the district through the Feather River Canyon, was tied up. The dispatcher's phone on that line of the Western Pacific had gone dead. Only one shaky, patched-up telegraph wire could be used. Some dispatcher had rammed a big Mallet's nose on a siding full of snow and ice, and three trains waited impatiently behind it. A westbound had come out of Keddie, Calif., and all the sidings between the opposing trains were blocked.

The night chief, Peter Josserand, hadn't been at his desk in the Sacramento office more than thirty minutes all night. Instead, he stayed in the dispatchers' rooms, trying desperately to unscramble the traffic mess and get the facts for me to type into morning reports. That left me, his stenographer, alone to answer a battery of nine telephones that rang frequently.

A buzz. Yardmaster, Stockton. Chief? Not available. Could I do something?

"I have the Santa Fe connection now," said the yardmaster. "Ask the chief if he still wants me to hold Number 54 to connect with 62. They're late."

To which I replied: "I'm sure he still wants to hold. I'll call you back if he decides differently."

Then the yardmaster at Portola, via

long distance: "Does the chief want me to run close connections with these westbounds?"

"Better wait until the main line is open," I said. "I'll get hold of the chief as soon as I can and give you something definite."

Thus, all night long, the questions kept pouring in. Every time I gathered a dozen or so, I broke in on Pete to get his answers. He shot them back pronto, in a matter of a few seconds. A job like his calls for snap decisions. I admire him for it.

This procedure was Pete's idea. He didn't want to be interrupted almost continuously to answer phones. Preferred to have a lot of problems tossed into his lap at once. At first the boys along the line resented this system, but gradually they came to accept what I told them.

Of course, on the rare occasions when I'd given the wrong answers, I called the parties back to set them straight. But mostly I got 'em right the first time. I'd been doing this sort of thing so long that I could read Pete's mind. Which isn't phenomenal. I've been married to him for years.

MY FATHER once remarked that the first sentence I ever spoke was, "Here comes Number 4." I don't remember. But I do know that he taught me telegraphy with my ABC's and instilled a love of railroading that still haunts me.

Upon finishing high school at not quite sixteen, I had a combination job of clerk and telegrapher waiting for me on the Missouri Pacific at Grapeland, Texas, where Daddy was agent. Life in a small town is not too exciting, and so, to get something to do, I would go back into the office with Daddy several evenings a week and while he was turning out reports I would get on the wire to talk with operators up and down the line.

That enabled me to meet some interesting people. For example: one night a boy in the relay office at Houston told me over the wire, "Here's a fellow who says he knows you." Naturally, I was curious. "I'd like to talk with him," I said, in Morse; and so the fellow sat in on the wire.

I knew instantly that he was a real lightning slinger. In fact, he sent about the prettiest Morse I've ever listened to. He said he was Pete Josserand, a name which meant absolutely nothing to me at the time.

"Where did we meet?" I asked.

"Longview, Texas."

"Oh, yes," I said. "My mother lives in Longview. But who introduced us?"

"Some guy named Jack. I forget his last name."

Well, we chatted a few minutes, until Daddy was ready to go, and I said "GN" (good night). After that, for several evenings in a row, I carried on a Morse conversation with Pete. Sometimes he'd call me and sometimes I would call him. But I was positive I had never cast eyes on Pete. Many foolish things can happen to you at age sixteen, but who ever heard of a giddy-headed girl enamoured with the sound of a telegraph bug coming from a fellow she'd never even seen?

One morning, hearing the whistle of No. 26, the eastbound from Houston, I went outside and handed up the usual middle order. As the train was pulling out, a young man in the smoking car smiled and waved at me, but such things happened almost every day. Tilting my nose, I handed up the order to the rear end and went back into the office.

Forty-five minutes later I had a call from Palestine, just twenty-five miles away. It was Pete. He began by bawling me out for refusal to speak to him on the train. That puzzled me. Then I remembered the young man in the smoker and I racked my brain in a vain effort to recall what he looked like. Before signing off, Pete asked if he could visit me the following Sunday afternoon.

"Yes," I said, "if you'll come to the office before four o'clock."

At high noon on Sunday I went to my hotel room and changed into a new, yellow linen dress I had been saving for a special occasion. Pleased with the way I looked, I returned to the office and worked diligently, trying to avoid glancing at the old clock.

IT SMELLS GRAND
AROMA PROMISING SWEET RELEASE
IT PACKS RIGHT
CUT TO PACK
SO JOYS INCREASE
IT SMOKES SWEET
MAKES EVERY PIPE
A PIPE OF PEACE!
IT CAN'T BITE!
SIR WALTER RALEIGH'S BLEND OF CHOICE KENTUCKY BURLEYS IS EXTRA-AGED TO GUARD AGAINST TONGUE BITE.
FREE!
24-PAGE BOOKLET ON PIPE CARE. JUST WRITE TO: SIR WALTER RALEIGH, DEPT. LL6 LOUISVILLE, KY.
SIR WALTER RALEIGH

After a while a Model T Ford drove up to the station and I saw two young men get out. In my haste to unlock the door I spilled a bottle of ink over my new dress. So, with something less than poise, I slowly opened the door.

But I didn't need to worry. One of the fellows said, "Hello, Grayce," and introduced his companion as Terry. They both laughed and kidded about the ink on my dress and the comical aspect of the Model T. Before they left, I knew that Pete Josserand had a lot of personal charm in addition to his brass-pounding skill.

WELL, I found a girl for Terry, and the two fellows kept that twenty-five miles of dirt road fairly warm for the next few weeks. One day Pete told me that his relief work in Palestine was about over and he would be taking off soon.

"Why don't you stay on the Missouri Pacific?" I asked. "It's a good road to work for."

"I've got to find a job dispatching," he said.

"Are you a train dispatcher?"

He nodded.

"Yes, Grayce, I am."

"Why, you aren't old enough," I contradicted. "All the dispatchers I know are middle-aged men."

He grinned. "You're just like the chief dispatchers when I asked them for a job. They don't believe I'm twenty-six."

Twenty-six? Why I was sixteen and Pete didn't seem much older than I. Just a happy-go-lucky kid! He must have noticed the doubt in my eyes.

"That's right," he said, "crowding twenty-seven. And while I'm being truthful, I will make a confession. Promise you won't be angry?"

I promised. And so Pete explained about the first night he had talked to me on the wire. But he checked first by asking the operator if I was good-looking.

"I don't know," said the op. "Never saw her. But I hear she is."

Then, as a pretext for getting in touch with me, Pete lied, "Tell her that I know her." And that was how it all started. I had to laugh when I heard this explanation. It didn't seem possible that I had met a fellow at Longview and forgotten about him.

That night I bade Pete good-by with the sad feeling that I might never see him again. He was going to San Antonio to relieve an operator for two weeks; and after that, unless he found a dispatching job there, he would head west in search of one.

Luckily, he did locate the job in San Antonio, and in the months that followed he often came to see me. He taught me things about railroading that even Daddy didn't know. One day he walked around the corner of the Grapeland depot just as I was about to hand up a train order. He yanked me away, grabbed the hoop, and handed it up himself.

"Don't ever get that near the track again!" He sounded angry. "You were so close that your dress might have flared out and been caught by the engine. Those monkeys can reach the hoop. Stand at least six feet from the track, hold the hoop at a forty-five-degree angle, and let them worry about reaching it. That way, you'll never put the hoop out far enough to hit the engine. And you won't get my girl killed."

I liked his last sentence, but it took us ten months to think seriously about marriage. Mother and Daddy argued that I was too young, but I was so sure of having found the man I wanted that we got married anyhow. For a while I was very happy.

THEN came a disillusion. I watched with dismay my one and only lover turn into a cold, efficient, railroad machine while he was in the dispatcher's office. Working under him as a telegraph operator was a far cry from what I had hoped for. Pete expected plenty of work from me—more work, it seemed, than he expected from any other op.

Maybe I had never thought of a dispatcher as a human being. To me, a man with such a job was the lord of all he surveyed. It shocked me to see Pete come home exhausted from the mental beating of a hard day with train sheets, 31 orders, meets and extras, yardmasters and ORC's.

One night, when I was still a young bride, Pete began having nightmares. He sat up in bed in his sleep, his face chalky, his hands clenched, and sweating like a plow-horse. When I shook him awake, he smiled sheepishly.

"I dreamed that I had headed up two trains," he said, "and they were just about to hit."

Like the other Missouri Pacific dispatchers of eastern Texas, Pete held seniority in the offices at Houston, Palestine, and San Antonio, and he worked each one of them in turn. I resigned my telegraph job shortly after our marriage and let Pete keep the wheels rolling with no help from me. I recall a certain morning he was on duty at the office and I was enjoying the luxury of a late sleep when a newsboy awoke me by yelling:

"Extra! Extra! Passenger trains in head-on collision!"

Something froze inside of me. Dressing quickly, I ran out for a paper. Then I relaxed. The wreck had occurred on another road—Pete was not involved!

In time, the railroad business tapered off, and Pete got a job telegraphing for an oil company in order to buy our groceries and pay the rent. He also began writing articles for *Railroad Magazine*. But it took a war to get him back to the twin ribbons of steel, and this time he became a dispatcher on the Western Pacific.

The same war created a demand for operators. Over the years I pounded brass for the WP, distributed cars for the Sacramento Northern, and sold passenger tickets for the Southern Pacific. When that last job terminated, I looked around for something else. In fact, I tried several things.

Pete was then a night chief dispatcher with stenographer trouble. No sooner would he train a girl to the point where she could help him than she'd bid in a day job. For Pete, life had become one green steno after another.

"Grayce," he implored, "if you really want a railroad job, why can't you work for me?"

Well, I could and I did. Some of our friends warned that a working partnership between man and wife would fail. We only laughed at that.

After I had become familiar with the routine duties of a night chief's steno, Pete taught me various other details of train dispatching.

When the company pulled off the report man, Pete had to compile the

morning reports. This gave him even less time for details and left more for me to handle. A lot more.

After Pete assembled his facts, he would give me a picture of the railroad in general and a brief outline of his plans. Thus I could talk more intelligently with the yardmasters. I like being "in the know."

If, for any reason, the main track was blocked, it was my job to rout out the officials by telephone. Pretty soon they were calling me "Calamity Jane."

When anyone calls Superintendent Curtis in the wee hours, that person had better be ready with answers. One second after he picks up the phone, he's wide awake and firing questions. This used to scare me half to death, but I admired him for it.

One night, shortly before the Western Pacific was completely dieselized, we handled detour movements from the Santa Fe and had to dig out some steam engines. Those engines weren't doing so good. Assistant Superintendent McNally walked into the office and wanted to know how things were running.

"By fits and starts," I told him. "Two engine failures so far."

"We never thought we'd use them again," he said. "This strain is taking its toll of the old steamers."

"Old employes, too," I ventured.

"Problems such as engine failures make the railroad more interesting," he said.

He was right, of course. But anything can be run into the ground. A few nights later, we had a derailment in a tunnel. Pete gave me the details and I picked up a phone and dialed. Mr. McNally answered.

"Here's one of those things that make life interesting," I told him. "Frankly, if this job gets much more interesting, I don't think I can stand it."

But even with all its troubles, railroading fascinates me. I am glad I married a train dispatcher and am working with him. Wait a minute! Here comes Pete now with that look in his eye. Fifty-three has just hit a slide west of Virgilia, and three units of the diesel are down almost in the river. Nobody hurt much, but cars are piled up all over the place. I gotta get busy. ●

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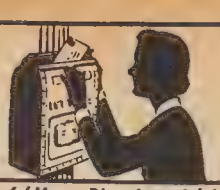

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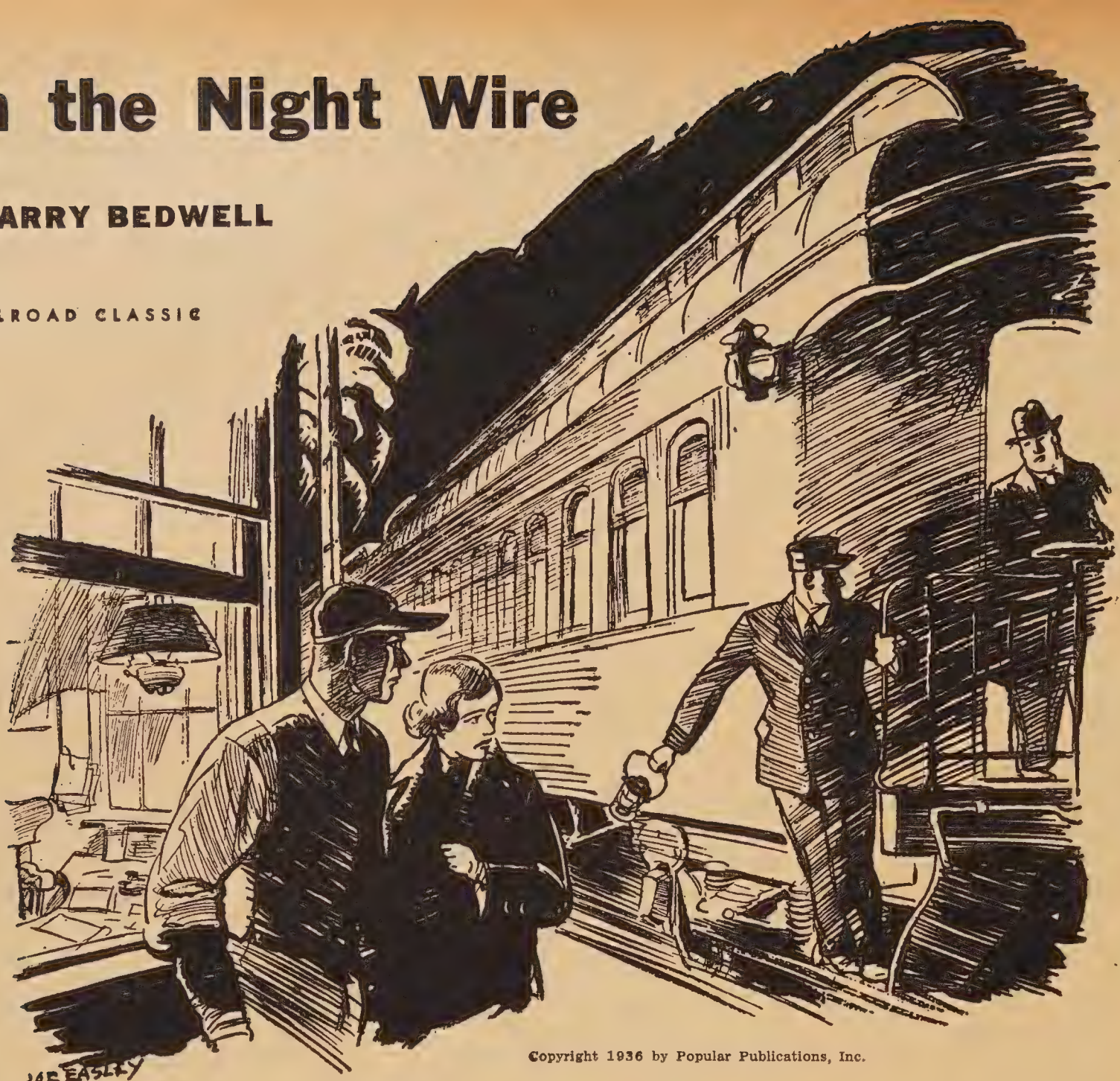
On the Night Wire

by HARRY BEDWELL

A RAILROAD CLASSIC



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Bill Rudd Gambled His Future on an Incompleted 31 Order,

Stalling for Time While the Brass Collars Yelled for His Scalp

MINOR MISHAPS and slight indiscretions, plus his luck which for a long time had been bad, caused a number of railroads in quick succession to tie a can to Bill Rudd.

Bill was an operator, husky and broad-shouldered, with a quick mind, but a bit too young to have caught onto all the tricks of the trade. One day, while he was working on the Burlington in a night telegraph job, the agent's wife took sick and Bill relieved the man so he could care for her. As a result, Bill fell asleep on the soft end of a table at the fatal hour of two. A limited train sounding for the board awoke him some time later.

The station was set back in the bluffs, on a curve, in such a way that approaching engineers couldn't see the semaphore until they came right up to it. This streak of varnish stormed along, fully expecting the board, and didn't slacken speed as she drew near. When the whistle blasts aroused him, Bill staggered sleepily over to the semaphore levers and in a daze pulled one down. He picked the wrong one—the arm that *didn't* clear the fast passenger train.

The best full stop the hogger could make without tossing the cash customers from their berths was nearly a mile out of town. From that point he angrily backed up to the station for a clearance card. Nobody was very happy about it. The conductor made certain remarks. The trick dispatcher cursed Bill Rudd in sizzling Morse and, as was to be expected, the chief dispatcher fired him the next day.

Morosely he headed farther west. A crisp morning ten days later found him on the station platform at Imperial Junction, a division point on the Anaconda Short Line, hemmed in by bleak mountains. The high and dry air had an edge that irked him. The rolling peaks stood back and looked ominous. Bill did not care for this country. After some questioning, he learned which of the blue-and-gold coated conductors who hung around the depot would take the next local out.

The one pointed out to him was old and gray. At that moment he was talking to a fat man whose dead-white face drooped like wax melting from a candle. Near the two stood a girl with anxious blue eyes and red hair.

The wax-faced man turned away. Bill offered the conductor his Order of Railroad Telegraphers card. The skipper glared at him. "Not on my train. Pay your fare or walk!" With that he strode off, leaving Bill face to face with the young lady.

"That's the kind of con who wouldn't carry a good intention without a ticket," Bill grumbled.

"You can't blame him," the girl said suddenly, and Bill blinked. "You've got to be careful about carrying deadheads."

"No," Bill decided. "It's his disposition."

"You," the girl said, "are a boomer telegraph operator." She spoke as if such people didn't count for much.

Bill eyed her resentfully, but took off his hat. "And *you* must be a mind reader." As he looked into her eyes the keen air lost some of its edge. "Now," he went on, "can you tell me the direction of my near future?"

She indicated the station.

"Up that stairway," she smiled. "At the end of the hall you will find the assistant superintendent's office. He needs a relief night operator at Westwater."

Bill gazed across the far ridges and peaks. The sun seemed warm now, the slopes brightly tinted.

"Do you live here?" he asked.

The girl shook her head.

"I live at Westwater, at the foot of the long grade. The local train stops there." She hesitated. "If your service letters are okay, the assistant super may forego your examination until later. He needs a man right away. You have twenty-five minutes till train time. I'm taking that train myself."

What a neat speech, Bill thought, mentally noting that this was the first time in many moons that anyone had shown so much interest in him.

"Thank you, miss," he said, and clomped up the stairs. Pretty soon he came down, wearing a grin, in time to swing aboard the local as it pulled out. In his pocket he had a pass to Westwater and a letter to the agent there.

He took a rear seat. Just in front of him sat the man with a face like warm wax and a baggy paunch. The tall gray conductor working the train for fares passed up the fat fellow. This wounded Bill's sense of equity. Could it be that the skipper who had refused to honor an O.R.T. card was carrying this repulsive character without a ticket?

The conductor paused beside Bill and frowned as he recognized him.

"I told you I wouldn't carry you," he said, reaching for the signal cord.

"Yeah, I remember," Bill nodded, "but you seemed so friendly that I thought you'd like me to come along for the ride."

The conductor pulled the cord. "Off you go, on your ear!"

Bill produced his pass to Westwater. "I brought this along to keep your disposition sweet," he said.

The skipper glared at the pass. Then he jerked the cord again, and the train picked up speed.

"Smart!" he scoffed. "Some day somebody will bust your jaw."

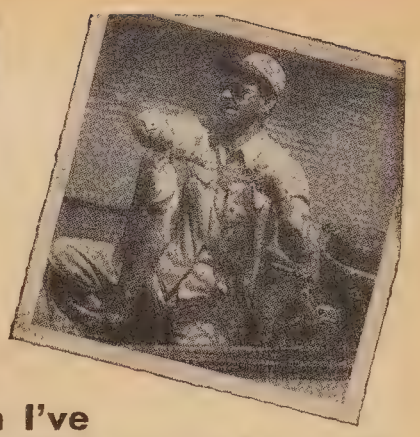
"It's been tried," said Bill.

HE WENT forward then and stood beside the seat where a head with a mass of auburn curls was bowed over a book.

"Got the job," he announced. "Now will the fortune teller please tell what's in store?"

The girl indicated he should sit down. Then she said: "Westwater is in the middle of the division. All trains stop there. The locals tie up there or

Bass Fishermen will Say I'm Crazy . . . *until they try my method!*



But, after an honest trial, if you're at all like the other men to whom I've told my strange plan, you'll guard it with your last breath.

Don't jump at conclusions. I'm not a manufacturer of any fancy new lure. I have no reels or lines to sell. I'm a professional man and make a good living in my profession. But my all-absorbing hobby is fishing. And, quite by accident, I've discovered how to go to waters that everyone else says are fished out and come in with a limit catch of the biggest bass that you ever saw. The savage old bass that got so big, because they were "wise" to every ordinary way of fishing.

This METHOD is NOT spinning, trolling, casting, fly fishing, trot line fishing, set line fishing, hand line fishing, live bait fishing, jugging, netting, trapping, seining, and does not even faintly resemble any of these standard methods of fishing. No live bait or prepared bait is used. You can carry all of the equipment you need in one hand.

The whole method can be learned in twenty minutes —twenty minutes of fascinating reading. All the extra equipment you need, you can buy locally at a cost of less than a dollar. Yet with it, you can come in after an hour or two of the greatest excitement of your life, with a stringer full. Not one or two miserable 12 or 14 inch over-sized keepers — but five or six real beauties with real poundage behind them. The kind that don't need a word of explanation of the professional skill of the man who caught them. Absolutely legal, too—in every state.

This amazing method was developed by a little group of professional fishermen. Though they are public guides, they rarely divulge their method to their patrons. They use it only when fishing for their own tables. It is probable that no man on your waters has ever seen it, ever heard of it, or ever used it. And when you have given it the first trial, you will be as closed-mouthed as a man who has suddenly discovered a gold mine. Because with this method you can fish within a hundred feet of the best fishermen in the county and pull in ferocious big ones while they come home empty handed. No special skill is required. The method is just as deadly in the hands of a novice as in the hands of an old timer. My method will be disclosed only to those few men in each area who will give me their word of honor not to give the method to anyone else.

Send me your name. Let me tell you how you can try out this deadly method of bringing in big bass from your "fished out" waters. Let me tell you why I let you try out my unusual method for the whole fishing season without risking a penny of your money. Send your name for details of my money-back trial offer. There is no charge for this information, now or at any other time. Just your name is all I need. But I guarantee that the information I send you will make you a complete skeptic—until you decide to try my method! And then, your own catches will fill you with disbelief. Send your name, today. This will be fun.

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HARRY BEDWELL, a boomer brass pounder and a great author, looks over his wife's shoulder at a paperbound edition of his book, *The Boomer*, 250,000 copies of which were printed for the U. S. armed forces during World War II.

This book, published originally in hard covers, is a novel about Eddie Sand, irrepressible telegrapher, the author's most popular fiction character.

April *Railroad Magazine* picked up Bedwell's "Sun and Silence" from an old issue. This month's reprint is "On the Night Wire."

We asked fiction-lovers how they feel about reprints of top-rate railroad stories. The response thus far is running about 20 to 1 in favor of such reprints.

Our next issue will carry "A Man Who Could Handle Trains," the first yarn Bedwell ever sent us. It came out in 1936. Harry was then a bright new star in the rail-fiction sky.

***The Saturday Evening Post* bought Bedwell's last story, originally titled "The Sound of an Avalanche," shortly after his death. The editor of *The Post* has promised to tell us in advance when it will be published, so that we can inform our own readers.**

change crews, just like they do at a division point, because they make slow time in these mountains. It's a hot telegraph job."

"You talk like one who knows railroading."

She nodded. "My father is a railroad man. He has worked all over the country. I hate that part of it—moving about. Boomers," she snorted, "never amount to anything."

"I hope your forecast is wrong about that." They were in Imperial Pass now, and the gloom of the high rock walls shut down with a premonitory chill. "Your father work for the ASL?"

She glanced at the conductor, who was now standing in the aisle and staring at them.

"That's my father."

Bill Rudd opened his mouth, then closed it slowly. "My luck doesn't change with the altitudes," he brooded.

"I'll trade seats with you," the conductor said coldly.

Bill agreed and got up. He regained his original place and gazed moodily at the rock structure flickering outside the window. The man with the hanging face turned blurred eyes upon him and questioned in a grating voice:

"Working for the railroad?"

Bill came out of a dark reverie. "Now and then."

He looked at the pudgy face and disliked it. The deep slit of Imperial Pass flared out of Granite, then began the twist and swoop of Westwater grade. A snake would brake its back on these curves, he meditated.

The local paused at Marble Gate, where a lone telegraph station stuck into the mountainside. The girl descended from the coach to the platform. A young man emerged from the depot to meet her. He was boyish and boisterous and had a smile.

"Some skirt!" cracked the fat man.

Bill's humor was soured. "If I were you," he warned in deadly tone, "I wouldn't say that again. Not where I can hear you."

Bill got up and stepped to the rear platform. The girl and the young man hurried toward the steps and he helped her aboard with an affectionate farewell and a kiss just before the train started.

"Nice boy," Bill remarked.

The girl said: "Clarence? Yes, I like him. He's the night operator at Marble Gate."

The train continued to drop down the twisting grade till at last it straightened and crawled across the river on the long bridge that led into Westwater yard. When they parted at the station, the girl told Bill that her name was Shirley Metz and she'd doubtless see him again. Bill said that was why he had taken this job, and then he left her to meet the agent.

BILL RUDD found the new job diverting, but the high air at Westwater caused him to use up an abnormal number of hours in sleep. The mountains crowding down to the river from the east bothered him.

Working through the crisp nights over the telegraph sounders that ordered and guarded the laboring trains, he soon caught the spirit of a ceaseless battle to keep the traffic moving over the grim heights. The Anaconda Short Line had recently been taken over by a tycoon named Nickerson, but the employes did not seem to be adjusted to the new management. Something was wrong. Bill didn't quite know what it was.

Ever so often he would see pert little Shirley Metz when she came to the station to meet her father, who had been assigned to through trains during the tourist season rush. And then on an evening of blazing stars, as Bill stood on the platform within hearing of the telegraph instruments, Shirley ambled up the street to hail him brightly.

"Do you like our stars?"

"Some of 'em," he conceded. "Haven't tried your moon yet."

Shirley tossed her auburn head. "I distrust boomer operators with a moon."

Bill smiled and opened the door to his office. "Come in and have a seat."

"Thanks," she said. "I just came here to ask if you'd please call up Clarence Feldingham for me at Marble Gate. Tell him we are having chicken tomorrow, and find out if he'd like to come to my place at noon."

"Aw, let Clarence alone! How can he stay up all day and work all night?" Bill's tone changed. "Oh, all right. I'll ask him."

Clarence, called on the wire, ac-

cepted gleefully and sent Shirley his love.

While they were talking the *Imperial Limited* roared in; the conductor came for orders. Bill sent the train on its way, OS'd it. Then he asked the dispatcher politely: "May I go out and hold a girl's hand for a while?"

"Better leave the country girls alone," DS admonished. "You know you'll hit the boomer trail again and break her heart."

"Not this one," Bill tapped out earnestly. "I'd settle down here for the rest of my life if she'd have me. May I walk her home?"

"Okay," the sounder snapped, "but be back in fifty minutes."

Bill turned to Shirley. "Dispatcher says I may walk you home."

Shirley looked somewhat amused. Her blue eyes were dancing. "All right then, let's go," and they started to stroll toward the frame cottage where the Metzes lived.

Overhead the stars blazed. Cottonwood trees arched, gossiping slyly. They entered the attractive parlor where Shirley's mother, tall and gentle, greeted them. Bill noted the red cloth, white-flowered and fringed, that was draped across a table, and the shaded lamp glowing mellow and warm over books and papers. Here was quiet and seclusion, and the clean smell of home.

These things the op saw and felt. Maybe he'd been on the boomer trail too long. The picture of the cozy room was lambent in his mind as he left it, shortly afterward, stepped briskly down the path to the gate, and rounded the tall lilac bushes that stood in front.

In the darkness and his abstraction Bill collided heavily with a pliant bulk that felt like soft mud in a sack.

"Excuse me, mister," he apologized, but the bulk only swore at him.

A lanky figure stood there, too, and as Bill continued on to the station he knew that he had interrupted a parley between Shirley's father and the man with a paraffin face.

He wondered about that, and worried. Scraps heard on the wire and seen in train operation indicated that certain pressure against the division men kept them from lining up under the new management. Inimical interests seemed to be at work in the ASL train service, hindering the company's reorganization and improvement. Trains were carelessly delayed, equipment damaged. Congestion and bad service obtained.

That night Bill extracted some details from a freight conductor, two brakemen, and a switchman. The man with the plastic face went by the name of "Fatty" Clements. Not much was said about his activities, but everybody seemed to know him. Clements was an organizer of some kind, or a professional agitator.

Therefore, Bill reasoned, he must have a record. So the operator began to search for it.

In the silence just past midnight, when traffic lightened and the wires ceased to sizzle, he sent an inquiry to fellow craftsmen fluttering all over North America. He cut in on a Denver wire and made medicine with an operator in the dispatcher's office there. He asked the op to check for clues in his territory, and then to cut him through to a yard office in Kansas City where he knew a brass pounder, and made further requests.

He talked with operators in St. Joe, Omaha, Salt Lake City, and El Paso. And from these points in turn the unobtrusive search widened. During slow moments in wire traffic, and in off-duty conversations, operators far and wide sought the record of a man, concisely described, who may have been working under a flag.

The next evening Clarence Feldingham drifted into the office on his way back to his night job at Marble Gate. Gay and breathless he was, and he smelled of hard liquor.

"When's the next freight up the hump?" he asked. "I missed the local, and I'm two hours overdue to work."

"I know it," Bill grinned. "The day man up at Marble Gate has been asking about you. He's raving."

"It's a darned shame I missed the local," Clarence said contritely. "And George'll be sore at having to work overtime. But I stopped to buy a drink, and got talking with a guy."

TIME eased a little the ceaseless traffic that rumbled up and down the Mountain Division. Bits of infor-

MEN PAST 40

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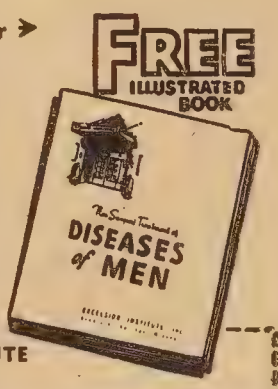

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mation that Bill had to try to reconcile with a man calling himself Clements came winging back from half a continent.

Then one evening Fatty Clements blew into the trainmen's room and extended his bulk across the counter.

"'Bo," he said, and coughed huskily, "do you know what train Metz is bringing through, and when it will get here?"

Bill studied the face a moment. "Sure, I know."

"Let's have it, then."

"What for?" Bill asked.

"Because I want to know."

"It isn't reason enough," Bill said flatly.

Clements cursed in a whisky-roughened voice and stamped out into the darkness.

Through the monotone of days, Shirley Metz set a bright path that Bill followed wistfully. He had things to live for. He was probing the mystery that lay behind her cold-looking father and the unsavory Fatty Clements and that "nice boy," Clarence.

At length on a brittle night when passenger trains were running in sections, and extra freights crawled over the division, time took a slow breath and crashed—partly because of Henry Hewitt Nickerson.

Mr. Nickerson, who was called "Old Hank" behind his back, had taken control of the disorganized and nearly defunct Anaconda Short Line by devious ways and sharp bargaining. He was now inspecting the property from his private car, trying to overrule the anarchy that the line had fallen into.

Old Hank was as thin as a rake, bent and prowling and peering through huge glasses. He was a good organizer and a shrewd horse-trader. At Little Grande, the inspection over, Mr. Nickerson wanted to hurry back to Denver. He was impatient. Besides, he wanted to see how his operating department performed under pressure. Abruptly he ordered his special and a fast run.

Headquarters at Little Grande was trying to get the sullen division lined up to shoot the president through without delay. The trick dispatcher scanned and scowled. The chief sat up late at his table, brooding darkly.

Engineer Andy Sharp slid the special to a stop before the station. Andy had engine 919 and instructions to ramble. President Nickerson and Division Superintendent Stewart stepped aboard. Conductor Metz, who had drawn the special, gave Andy the train orders and a highball. The hogger took her away on the run.

BILL RUDD, coming downstairs into the lobby of the hotel at Westwater, after a day of sleep, got a glimpse of Clarence in the bar. Drawing near, he discovered that the night operator from MG had his amiable face thrust into a tall glass.

"Clarence," said Bill, "the local leaves in five minutes. You'd better get back to Marble Gate."

Clarence seemed hurt.

"I know it, Bill," he sighed, "but I gotta have one more before I go."

Bill took him by the arm, leading him to the door. "There is the local," he pointed out, "and there you go!"

Clarence looked and agreed.

"Bill," he said thickly, "if you ever want anybody murdered, just let me know."

He missed the last step and draped himself over the iron railing. Then he struggled upright and wandered toward the station.

Bill went in for his afternoon breakfast. When he came out Clarence was back in the bar, his genial face again buried in a tall glass. He met Bill's scowl with eyes clouded pathetically.

"Bill," he moaned, "I just can't leave you. It breaks my heart."

Bill took him by the arm once more and led him forth to the station.

"There'll be a freight up the hump shortly," he said. "I'll see you get aboard."

Meanwhile, the trick dispatcher, using all his ingenuity and most of his language on the trains operating on the Mountain Division that night, couldn't keep the president's special on its schedule.

At Gypsum, a blind siding, Andy Sharp was checked by a torpedo set by a freight blundering on the special's time, one that had pulled a drawbar getting into the clear. Andy chewed his beard and blew out his flagman.

"Pete's sake!" Mr. Nickerson fretted in the private car, while Superintendent Stewart held tensely to his patience.

At Thunder Creek a switching freight had left a string of empties on the main line without protection. Andy had to flip the air to emergency, and even so, barely avoided a smash. This time Nickerson's "Pete's sake!" had dynamite in it, and Stewart walked decisively forward to investigate.

The conductor on the freight, it developed, had been switching there since before the special's running orders were out, and he therefore knew nothing about them. He wasn't a mind reader, he declared.

Stewart reported back to the president, and Old Hank's eyes became fiery marbles.

"That Southwestern bunch has a lot to do with keeping our crews disorganized," he snarled. "They want control now that they know what can be made of the ASL. They realize I've got to show a pretty good statement to finance, and one good way to hinder that is to keep our service dislocated. And that runs up our costs and turns business away. We've got to clean house. It's up to you, Mr. Stewart, on this division."

Stewart's nod was emphatic.

At Wind Hole a local passenger had taken the siding to let the special go around it but had failed to turn his marker lights when he was in the clear. The special had to stop while that was investigated.

Mr. Nickerson growled and prodded. The superintendent had the patience of iron, but the stern lines about his mouth dug deeper. Something was about to break.

In the meantime Bill was sitting before the row of telegraph instruments at Westwater, copying orders and messages. He caught from the chattering sounders the derisive "OS, JK," as operators reported the special by, and he sensed the fight that the dispatcher must be waging to correct and regulate the blunders of the division. The special continued to lose time.

At 10:30 Shirley Metz slowly entered the trainmen's room and Bill jumped up to admit her to the office. Her face was drawn with anxiety.

"Your father is bringing the president through," he said.

The red curls bobbed up and down. "Yes, I know. He wired from Little Grande this afternoon. I'm going with him on the special to Imperial Junction." Bill's eyes popped open as she went on speaking. "We have some business there that I may have to help Dad with in the morning."

Then the op sobered to her gray mood. He pulled a seat up to the table for her and slid into his own chair to answer the whiplash call of the dispatcher.

The restless sounders babbled of the distressed division. Bill's trained senses noted the "accidents" multiplying up there on the mountain and in the high desert under the dancing stars.

He knew of the switching freight that split a switch at Solitude and held up First No. 7, already late; of the carelessly kicked car that went through the derail at Granite, blocking the main line for an hour and thirty minutes, and an engine failure at Carbon Canyon.

He knew, too, that Clarence Feldingham at Marble Gate was having trouble working with the dispatcher. Clarence didn't answer his call promptly and repeated train orders in a vague send. It must be that he was suffering from a hangover or else had taken a supply back with him.

BILL shook his head and pondered. Here was another weak spot in the division.

Trains boomed into Westwater. The division boiled. Bill was held to his chair copying from the snapping senders. The girl at his elbow watched his deft assurance, his split-second reactions. She must have recognized that here was keen ability, highly trained.

Bill looked up at last and tossed his stylus on the table. "Here she comes!"

Sure enough, the special was flashing down the long, straight grade from the west. At that moment the door to the trainmen's room opened, and Bill heard Shirley draw a sharp breath. He glanced up from the stack of orders he was sorting.

Fatty Clements stood at the counter, his big, ugly face hanging in the yellow light.

"Is Metz on this train?" he croaked. The blurred eyes wandered and fixed on Shirley. "I've got to see him now," he said harshly. "There's a man here—"

Bill kicked his chair from under him, was at the counter, and over it. He took the soft bulk by the coat and backed it into a corner. Then he spoke into the pliable face in low and deadly tone as the special hooted from the upper end of the yard and slid through the sidings toward the station.

"Down in Memphis," Bill rumbled, "you were supposed to be organizing the railroad boys into the Loyal Order of Hokum, or something, that was just a cover for a gang of boxcar robbers. Slick!"

He watched the pale face closely, for he wasn't sure how much of the secret information, culled from far and wide, pertained to this man.

"In Indianapolis you did the same thing," he added, "but they caught you there."

The paraffin face rippled, sagged, and fell apart at the mouth. "What are you talkin' about?"

"The Federal Government was after you down in Texas for smuggling dope," Bill went on rapidly. "They didn't get you, but they're trying."

The special smoked to a stop before the station. Conductor Metz dropped from the step and ran across the platform. In the doorway he stopped suddenly. Nickerson and Stewart followed close behind. Shirley's father, watching the two in the corner from a stark, strained face, stepped forward to let them through.

Bill went on with his story. "Metz was blacklisted through some of your dirty work and had to change his name. He's been running all over the country to keep from paying blackmail."

Bill's imagination couldn't be stretched much farther, but he was deep in this thing and couldn't back out now.

"You came onto Metz when some people sent you here to disrupt the

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ASL. You tried to levy on him and make him help with your rotten scheme. But you're all through Mr. Clements. You're going to let him alone and get out of here, or I'll tell some people where you are—People who'd like to know."

Bill spun and slid across the counter to his table. He gave Metz the orders he had sorted. The conductor read them and signed the 31's with a hand that wasn't very steady. Bill took them back to his table, cut in on the dispatcher, and got them completed. He worked swiftly and checked with care.

As the operator glanced at the last 31 order, something clicked in his mind. He paused before he wrote in that final number which would send the special on its way. He read the order over again while a mute tension filled the room.

"All set?" Stewart asked.

Bill didn't answer. He was beginning to get the complete picture.

THAT last order changed the meeting point between the special and the first section of No. 7. Originally they were to meet at Westwater; then, after First No. 7 was delayed, at Solitude; and again at Granite. The dispatcher had changed the meeting point to Castle Rock, then a non-agency point on the grade between Westwater and Marble Gate.

Bill and Clarence Feldingham had taken the order for the change in meeting points, Bill for the special, Clarence for First Seven. The young boomer remembered now that Clarence had been a long time answering the dispatcher's call and had broken him several times. He had probably been in a drunken stupor when he was called.

At the moment, Bill Rudd, recollecting her reported time out of Granite, felt that First No. 7 should already have passed Marble Gate. The harassed dispatcher had asked Clarence sharply if he was sure the passenger hadn't gone by him, and the operator had dully answered, "Yes."

But now it flashed on Bill that an operator asleep in his station does not always hear a train passing outside, while his call repeated on the wire is pretty sure to awaken him.

Those days, with the antiquated and hazardous system of handling trains in effect on the Anaconda Short Line, the station semaphore was always at clear unless the op had orders. Bill was sure, without remembering why, that Clarence had had no orders for any trains when the dispatcher gave him that 31 for First Seven.

His station semaphore then would have been at clear up until that time, and it was possible that Clarence had taken the order after First Seven was well past his station. The passenger train might already be looping down the grades on this side of Marble Gate with orders to meet the special at Westwater, while now the special was ready to leave to meet her at Castle Rock.

This seemed to be Bill Rudd's night to conjecture from tips plucked out of the air. But some warning had tapped lightly on his senses, a hunch that a deadly blunder had been committed!

Stewart's voice cracked hard as he framed the question, "What's the matter with you?"

The men were watching Bill with curious impatience, but still he didn't answer. Seconds slipped away. A switch engine coughed down in the yard, an outbound freight hooted.

Bill opened the key and called Marble Gate. Clarence took a long time to answer.

"Has First Seven passed yet?"

Clarence clicked a slow, unsteady "N ET (not yet)."

Either one of two things must have happened: First Seven had encountered another delay up on the mountain above Marble Gate, or had got by the befuddled Clarence without his knowing it and without the changed meet order.

Bill got up from his table. He met Shirley's questioning gaze. She was vital and lovely. Beyond her he visualized a lamplit room, quiet and snug, the mellow glow pouring over a red table cover.

Stewart's patience was running out. Old Hank, bent forward with his hands behind his back, peered shrewdly through his bifocals. Bill propped himself against the table and stared at the floor.

The president's voice was hard. "Let's get moving, young man. I am in a hurry. Give us a clearance."

"Not yet," Bill said.

An astonished bubble of silence grew in the room. Then it exploded.

"What the devil are you holding us for?" Mr. Stewart demanded. "Don't you know this is the president's special?"

"You'll have to wait," Bill said stubbornly.

STEWART, silk and steel, was losing his iron control. "Are you drunk or full of dope?" he asked.

The thought cruised and landed.

"Pete's sake!" Mr. Nickerson rasped. "That man he was talking to when we came in looked like dope. What became of him?"

Fatty Clements shuffled forward from the gloom of the trainmen's room, his feet groping and dragging, his moldy eyes lit with cunning.

"You wanted me?"

The super's eyes probed him.

"I think," Clements said, "you have the record of this man Rudd. He's employed by the Southwestern people to do you damage. You've been looking for him to show up."

Old Hank peered into Bill's face. "How much is the Southwestern paying you, young man?" he demanded.

Bill did not answer.

"You'd better talk fast," said Stewart. "What's wrong?"

"I don't know—yet."

"You'll tell us now, or never work for another railroad!"

The boomer winced. Shirley turned away as he looked at her appealingly. They were analyzing him and the bulging Clements. Bill had to set his jaws to keep back the fury within him.

"Can anyone else here telegraph?" Mr. Nickerson asked suddenly.

"I can," said Shirley.

Bill almost jumped. "You can what?" he yelled.

"I can telegraph," she said.

"That's better," Old Hank chuckled. "Get the dispatcher and move us out of here."

The girl stepped forward.

"Get out of here, Rudd!" Stewart ordered. "You're on the blacklist from now on. Get off the ASL property and stay off!"

"Not yet," said Bill.

An ominous silence filled the room

while the clock ticked off the seconds. The dispatcher began calling Marble Gate.

Just then a train dropped from the mountain grades and rocketed across the long bridge. Her headlight probed the yard. Below the white shaft of light two green spots showed, proclaiming a section of a train, with another section to follow.

"What the hell is that?" Mr. Stewart asked hoarsely.

The answer came at once.

From the river the gliding train tossed a sharp challenge to the light-speckled yard. Her whistle spoke imperiously. One long deep blast, and then two short shrieks slit the crisp night and cracked the echoes along the mountain ridges. From siding and switch and spur, whistles answered promptly, two abrupt hoots.

"Is that First Seven?" asked the startled superintendent.

Bill nodded.

First No. 7, storming up through the yard, was calling attention to the green marker light she carried. The locomotives in the yard made answer that they saw and understood.

"How did she get here when we were to meet her at Castle Rock?" Mr. Stewart gasped.

But Bill didn't answer. He slid into his chair and his hand slipped to the key, cutting in on the dispatcher and flashing him word of this new development and delay.

"I'll go to glory!" was all that Mr. Nickerson could say.

HE HUNG over Bill's shoulder like a hawk, watching the operator smoothly loop in the order lashed at him by the frantic dispatcher.

Bill repeated the order and shoved the manifold along the table to Conductor Metz for signature. He added two numbers to the clearance card, signed it, and got a complete. Then he handed orders and clearance to the bewildered skipper.

"You can be on your way now," he said with a battered grin.

Mr. Stewart turned toward the door. "All set, Mr. Nickerson."

"Let's clean this up before we go," the president said. "I don't know why this young man wouldn't say what was wrong. Protecting somebody, likely. I watched him pretty close and I guess he had a reason. Anyhow, with a few more like him, we'll make a railroad out of the old Anaconda Short Line."

He addressed the super briskly: "Just as soon as you can relieve Mr. Rudd, send him to me at the Denver office. I can use him there."

"In the meantime," the super cut in grimly, "we are taking this fellow to Denver." He nodded toward Fatty Clements, who was cowering in a corner. "They have a stronger jail there than the one at Westwater."

The men stamped out of Bill's sanctum, half dragging the wax-faced culprit.

Bill sorted his flimsies. He had to be sure that First No. 7 got all her orders. All of a sudden he stood up with the orders in his hand, swayed unsteadily, and sat down hard.

"How long have I held you up?" he asked the conductor.

"Not any," said Metz, heading toward the door.

After he had gone, Bill turned to Shirley.

"I'm sorry about Clarence," he said. "I did my damnedest to save his job —for you."

"I know you did," she agreed. "But I don't think you understand. I never cared much for Clarence. He's just a nice boy, too weak for his own good. His family and mine are friends and we were trying to watch over him."

Bill said, "Oh!" and asked, "Did you say you were riding the special?"

"It's not necessary," she said, "now that Clements is out of the way. Dad was going to quit and move on again because of that man, and we were to meet an engineer at the Junction who wanted to buy our home. Maybe we won't have to move now." Tears welled into her blue eyes.

Bill was silent for a moment. His next question was, "So you really can telegraph?"

"Yes, Bill."

"And you heard me tell the dispatcher that night that I was crazy about you?"

"Yes, Bill."

Her voice was almost a whisper, and her eyes were filled with a light that was not reflected from the dingy lamp overhead.

To The Man With

HERNIA

Who Can Not Submit To Surgery

The man condemned to live with rupture, all too often faces a grim future.

There is only one known cure . . . and that is surgical correction. Yet, for many, this relief must be denied or delayed for any one of a variety of reasons. It is to this group of unfortunate persons that this message is directed.

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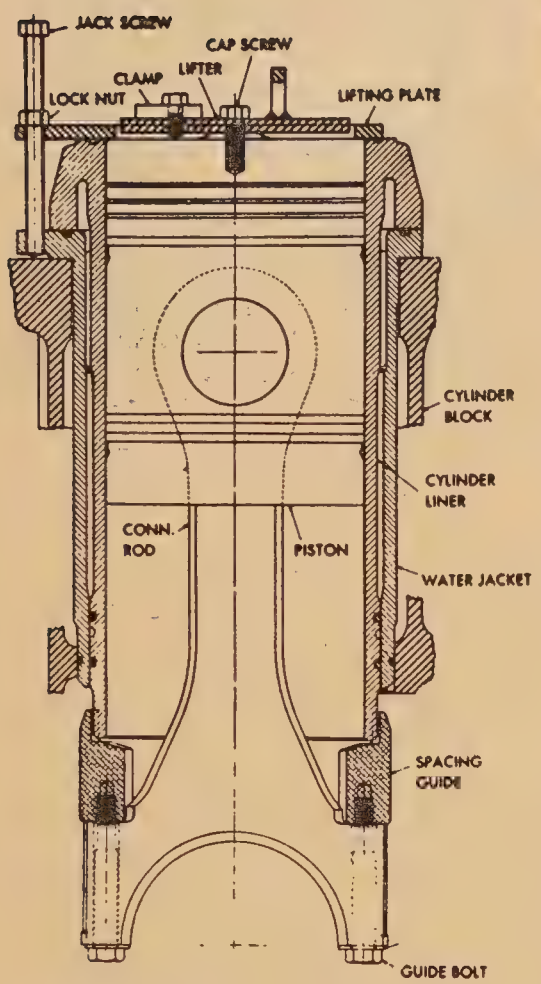
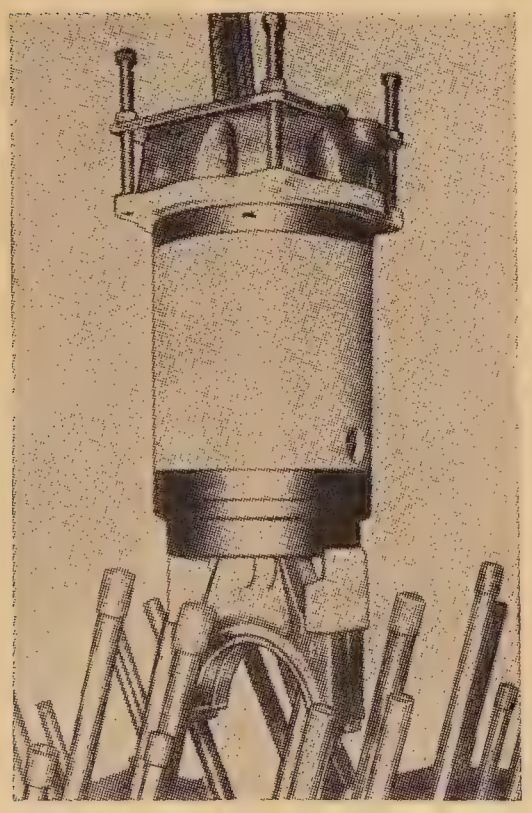
by TED WALLACE



Cross-section of a locomotive cylinder.



The cylinder: heart of the driving gear.

FROM THE DAY the first nickel rolled into the company coffers, railroad officials have been understandably eager to get the most for their money. And since the locomotive—whether steam, diesel, or electric—is the heart, if not the life blood, of the railroads, designers from the beginning have been hard at work to prolong her life.

A major problem has been the expense involved in shopping a locomotive—not only because the time and money consumed in patching up old 92 is considerable but also because, while she is lolling in the shops, not earning money, some other hog has to be out on the road doing her work.

Over the years designers have managed to push up the mileage between shoppings on steam locomotives from 40,000 to over 100,000. However, this was peanuts as compared with the between-shopping mileage of over 500,000 piled up today by the average diesel.

But even the diesel, that paragon of the rails, in her earlier days, at least, fell somewhat short of perfection. Her cylinders generally conked out long before she was otherwise ready to be shopped. Considering everything, the engineers thought they'd done pretty well.

They figured you couldn't remove a heavy diesel from its frame, as you can a light automobile engine, say, and rebore and refit its pistons and cylinders, so they fabricated the diesel engine out of autogenously-welded steel plates.

And the cylinders? Well, they concocted some cylinder liners which could be lifted out and replaced so quickly and easily that in a V-type engine a couple can be replaced while the locomotive is being serviced.

But the costs of labor and parts still ran high. The engineers evolved hundreds of novel ideas. They ground cylinders, they honed them, they tried alloys and platings, they made changes in ring design and composition. When they were through, you could have seen some improvement, but not enough to satisfy the Motive Power department. Cylinders were still wearing out too fast.

The engineers figured, as you or I would have done, that cylinder wear was caused primarily by friction. Though machined surfaces appear smooth to the naked eye, under a microscope they are jagged as a saw's teeth. The experts decided that a film of oil had to be maintained between the piston and the cylinder to reduce friction.

Cast-iron generally makes the best cylinder, because its somewhat porous surface holds oil well. But when the oil film breaks down, the jagged surfaces grind together and sometimes generate enough heat to melt the metal, scoring and eroding the cylinders. The fixit boys did their best to stop it, but with little success.

Finally, an English diesel specialist named Ricardo advanced the theory that cylinder wear was primarily due to corrosion, not friction. During the power stroke, sulphur contained in the diesel fuel combines with oxygen to form dilute sulphuric acid, and this attacks such ferrous metals as iron or steel. Tests proved Ricardo was right.

A Dutch engineer, Hendrick van der Horst, went to work on the problem. When diesel engines are worked to full capacity, the cylinders get very hot, but a water-cooling system makes them safe for operation. The ideal cylinder metal, then, would be one that quickly transfers heat from the cylinders to the water. But it would also have to be very hard and corrosion-resistant.

Chromium—a metal commonly seen on automobile bumpers and ornaments—seemed to be the best bet because it is hard and because it conducts heat 40 percent better than cast-iron or steel. Most important of all, it resists corrosion.

Van der Horst electro-plated some

cylinders with chromium and put them to work in an internal combustion marine engine. In this low-speed engine, his cylinders were an immediate success. When, after four years of operation, they showed little sign of wear, van der Horst felt certain he had something worthwhile and he took off for America.

But, alas! on high-speed diesel locomotives his cylinder liners wore even less well than ordinary ones. The oil film broke down in nothing flat.

Experiments showed that the trouble lay in the chromium itself. Chromium is a hard silvery metal with a silk-smooth surface. When you drop a little oil on it, the oil flows away like water on glass. This happened inside the cylinders at high speed, resulting in excessive wear.

Then one day, while some cylinders were being plated, the polarity of the current was accidentally reversed and something strange occurred. Van der Horst noticed that the metal was now a dull gray. The shining chromium finish had disappeared, and with it, the smooth chrome surface.

Under the microscope, van der Horst saw he had got what he wanted —a porous surface with thousands of tiny pores or pockets. Thus was discovered the Porus-Krome process.

Though the chromium plating is never much thicker than several layers of cigarette paper—.015 inches at the outside—Porus-Krome liners wear five times as well as ordinary liners. They can operate undisturbed for about two years, the equivalent of 200,000 miles of travel, and even then, when removed, generally show little sign of wear.

The secret lies in the porous surface. The moving piston contacts only 70 percent of the surface area. The rest is solid pools of lubricating oil. ●

BOOKS OF THE RAILS

(Continued from page 47)

THE GUERNEVILLE BRANCH, by Fred A. Stindt, *The Western Railroader*, Box 668, San Mateo, Calif. 40 pages. Price 10c.

Mr. Stindt brings to life sixty years of rail history on a short-haul line (now the Northwestern Pacific), that served the lumber industry between Fulton and Cazadero, Calif., during the expansion era of 1875-1935. This comprehensive account is liberally sprinkled with photos of steam locomotives. A "must" for railfans. ●

ROSTER OF LOCOMOTIVES

SAN DIEGO & ARIZONA EASTERN RAILWAY

STEAM

No.	Type	Class	Drivers	Cyls.	Weight	Builder	Date
1	0-6-0	S-23	51	18x24	98500	Pittsburgh	1902
2	0-6-0	S-1	51	18x24	91800	Schnectady	1893
3	0-6-0	S-5	57	19x26	136000	Baldwin	1902
12	4-6-0	?	57	18x24	123400	Pittsburgh	1912
20	4-6-0	T-57	63	21x28	162000	Baldwin	1906
24	4-6-0	T-58	63	21x26	188300	Baldwin	1907
25	4-6-0	T-58	63	21x26	188300	Baldwin	1907
26	4-6-0	T-58	63	21x26	188300	Baldwin	1907
27	4-6-0	T-58	63	21x26	188300	Baldwin	1907
50	2-8-0	C-21	50	20x24	137000	Baldwin	1911
101	2-8-0	C-8	57	22x30	224500	Schenectady	1914
102	2-8-0	C-8	57	22x30	224500	Schenectady	1914
103	2-8-0	C-9	57	22x30	217800	Baldwin	1907
104	2-8-0	C-8	57	22x30	224500	Baldwin	1904
105	2-8-0	C-10	57	22x30	217800	Southern Pac.	1917
106	2-8-0	C-10	57	22x30	217800	Southern Pac.	1918

LEASED DIESEL-ELECTRIC

5101	B-B	DF-200	36	660HP.	138700	GE	1949
5102	B-B	DF-200	36	660HP.	138700	GE	1949
5113	B-B	DF-201	36	660HP.	139600	GE	3-50
5305	C-C	DF-115	40	1600HP.	326530	American	6-53
5306	C-C	DF-115	40	1600HP.	326530	American	6-53
5307	C-C	DF-115	40	1600HP.	326530	American	6-53

NOTES

This locomotive roster was supplied by Joseph A. Strapac, 716 South Chester, Compton, Calif., to supplement the SD&AE material which appeared in our Dec. '55 issue, page 38. All the above steam data is dated 1935. However, Nos. 103 through 106 are still in service today, leased to the Southern Pacific.

Nos. 105 and 106 were built in the SP's Los Angeles shops as SP 2843 and 2844 respectively. ●

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GIANT SIZE BOOK

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- Showing how erection and climax in male occurs
- Pictures of Life-like breasts before and after pregnancy
- See where woman's organs have greatest sex excitement
- Watch step by step growth of child in pregnancy
- Complete Color Picture Story of Woman's Sex Organs (inside and out)
- Pictorial Story of Woman's "SAFE" days
- Picture Story of Cause of Sterility in Women
- Cross Section of the Hymen in various stages
- Cross Section Showing Causes of Woman's Sexual Ills
- Picture Story of Normal Sexuality in Male
- Picture Story of Woman's Excitation Curve
- Picture Story of most important causes of impotence
- Two Inserts of Female bodies showing how pregnancy takes place

. . . plus many more pictured instructions

Partial List of 61 Big Chapters Each A "Book" In Itself

- Techniques that bring supreme joy to the sex act for male and female
- How woman's climax is brought about
- Female sex hygiene
- Sex vitamins that improve sexual powers
- Natural birth control
- New discoveries in birth control
- Woman's fertile days
- Showing how sexual desire is aroused in woman
- Female frigidity, its causes and cures
- Causes and cures for sexual impotence in men
- Feminine Masturbation
- Causes of sexual excitement in men
- How male organs function during intercourse
- How female sex organs function during intercourse
- How sexual desire in woman differs from man
- Four movements of woman's perfect complete orgasm
- Abnormal sex organs and what can be done
- How to overcome male's early climax
- Blunders made by men in sex act. How to avoid them
- Technique of first sex act on bridal night
- Delaying sex-life's finish
- Male change of life and its effect
- Cause and treatments for male and female sterility
- Why woman fails to attain climax
- Male and female reaching climax at same time
- How sex activity affects weight of male and female
- How to derive perfection in sexual act
- How to use love play towards greater satisfaction in sex act
- Feeling of man and woman during intercourse compared

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City.....State.....

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(Canadian orders $3.50 — No C.O.D.)

Richard S. Short, 226 Valley Rd., Merion, Pa.

Good-bye forever! No. 26 is headed for oblivion on the final day of operation on Atlantic City streetcar tracks.

TRANSIT TOPICS

by STEVE MAGUIRE

NORTH SHORE LINE has recently increased service on its Skokie Valley and Mundelein routes.

Steve Maguire

One northbound trip and four southbounds are added to the Mundelein schedule, while on the SV route there are now three more trains in each direction between Chicago and Waukegan, and this is encouraging news.

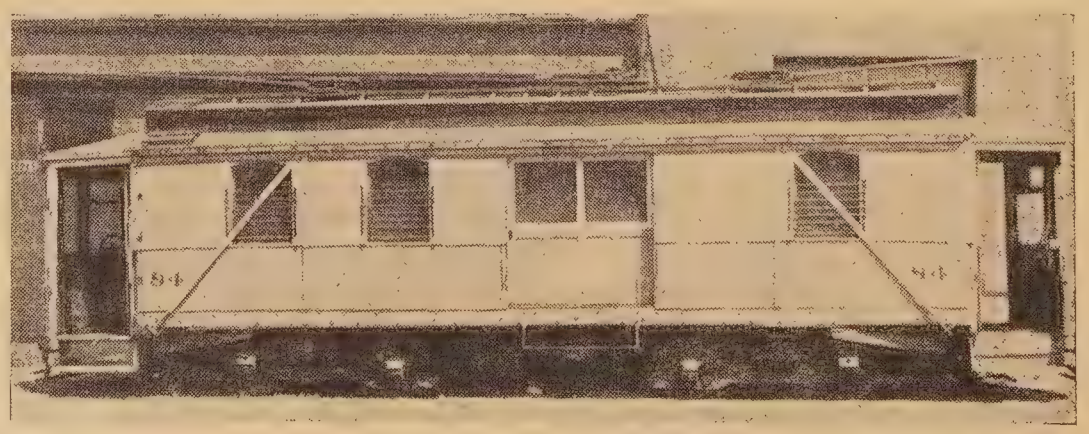
NEW PUBLICATIONS continue to appear in the electric field. A beautiful brochure is *Los Angeles Pacific*, a history written and published by Ira Swett, 1414 Westmoreland Ave., Los Angeles, Calif., priced at $2 per copy. Its 136 pages deal with the LAP, that later became part of the great Pacific Electric interurban system, with some excellent photos, maps, and scale drawings of the many types of cars.

O. R. Cummings has authored a delightful history entitled *Toonervilles of Maine*. Its 52 pages include pictures of equipment on lines not often seen. Mr. Cummings covers the Fryeburg Horse Railroad, the Norway & Paris two-mule system, and many others. Copies may be had from Felix R. Reifschneider, Box 774, Orlando, Fla., at 75 cents each.

A modern illustrated booklet of 22 large pages, *Better Transit—on the Way*, has just been published by Better Transit, Box 587, Benjamin Franklin Station, Washington 4, D. C., and sells at $1 a copy. There are three authors: E. L. Tennyson, traffic commissioner, Youngstown, O.; R. L. Banks, traffic and transportation consulant, Washington, D. C., and E. E. Kearns. It is packed with sound arguments, data, and pictures. No juice fan should miss it.

AN ACTION without precedent, so far as we know, marked the termination of New Jersey's long-famous streetcar service.

The state's last trolley line, the Atlantic City Transportation Company's 4-mile route along the shore resort's



Stephen D. Maguire, 802 10th Ave., Belmar, N. J.

Oldstyle trolley car with fenders is still in regular service at Johnstown, Pa.

Stephen D. Maguire

Atlantic City cars lined up for final run of New Jersey's last surface streetcar line.

main thoroughfare from the Inlet to Margate, has surrendered to buses. Officially, the trolleys quit running at about two p.m. on December 28th. Actually, they continued to operate till midnight.

How come? Well, the company leased the entire line to a local hospital for ten hours, and the hospital provided service at the rate of two bucks a ride or $100 for chartering a car. That was one way of helping charity.

Juicefans gave the event a rip-roaring sendoff. Twenty of them chartered trolleys, Brilliners and Hog Island types, in the late afternoon and made a parade run, with police escort, through shouting crowds that lined the streets. Some cars were gaily caparisoned.

Later on, civic groups chartered cars, with loudspeakers blaring "The Trolley Song" and other old favorites. The final car, Hog Island No. 6887, set out on the graveyard trip at 11 p.m., equipped with a bar, confetti, and paper tape rolls. By the time she returned to the barn her interior was a mess—empty bottles, confetti, broken glass—and every window shattered!

Thus ended New Jersey's first horse-powered railway and last surface streetcar line. When clocks struck the hour of midnight, rails grew silent and the buses took over.

ELECTRIC-LINE fantrips in the Philadelphia area are being planned by the Delaware Valley Division of the Electric Railroaders Association. Details available from J. W. MacFarland, secretary, 610 Millbank Rd., Upper Darby, Pa.

BRIGHTLY-COLORED picture postcards of oldtime railway and traction subjects will be sold at 10c each, $1 per dozen, postpaid, by John A. Maclean, 542 Cranbrooke Ave., Toronto, Canada. Don't send stamps. Thus far only one card is available, showing full-size replica of Toronto Ry. single-truck open car 327, originally a horse-car, and a PCC in the background. (Editor's note:

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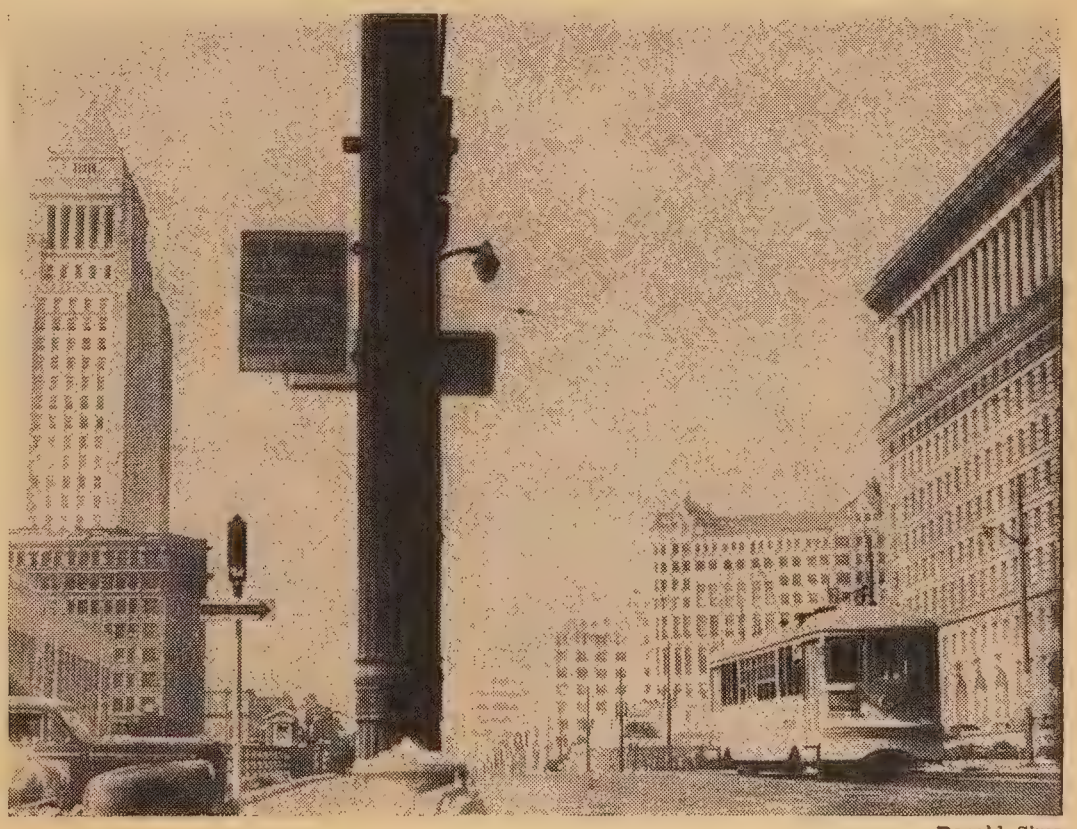
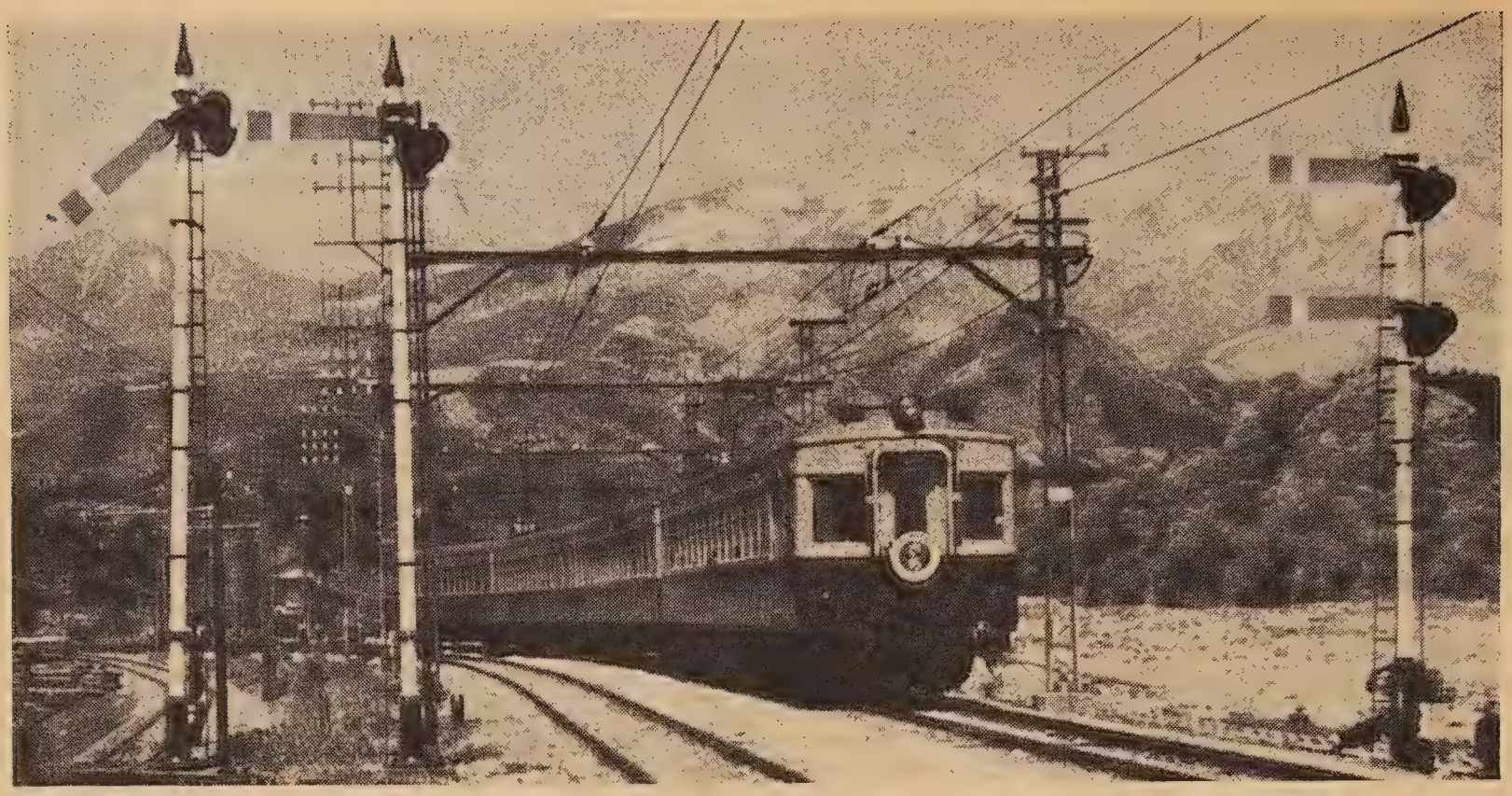


Donald Sims

Los Angeles Transit Lines car 1285 near its terminal, the Civic Center.



The Japanese are very proud of their modern electric railways, such as the Tokyo-Nikko line pictured here.

We've seen this card; it's really attractive.)

A PAYCAR was used on the Providence, R. I., streetcar lines of the Union Railroad, later United Traction Co., we are told by Roger Breslow, 89 Dexterdale Rd., Providence 6, R. I.

The car, No. 1500, was horse-powered, later electrified. It operated between 1908 and 1927, touring the line's nine divisions twice a week and paying all 2400 employes. Crew consisted of the motorman, Paymaster George Merchant (who knew all employes by sight), an assistant paymaster, and a guard. The car missed only one run, and that was due to a blizzard. Pay run was discontinued because the company finally decided it was safer to mail checks to its employes. Does any reader know of another streetcar "money wagon"?

CHICAGO'S longest trolley line, Broadway-State, has had the southern half of its route converted to buses, lament Rodger Darling and James

Kent W. Cochrane, 104 Camp St., New Britain, Conn.

Remember the open cars? These Connecticut Company oldtimers used to haul sport fans to the Yale Bowl in New Haven.

John Tolley, 375 Hutchinson Blvd., Mt. Vernon, N. Y.

Trolley signals like this served New York City's old 3rd Avenue Railway.

Farrell. This line was 25 miles long. According to the Chicago Transit Authority, the length made it difficult for trolleys to give good service. So the route has been split into 36-A, now bussed, and 36-Broadway. There are only two other Chicago streetcar lines: Western Avenue and Clark-Wentworth.

NO LONGER can the 6-mile Sands Springs Ry. of Oklahoma be referred to as electric. It was, until recently, one of the very few small trolley lines left in U.S.A. After leasing two Frisco diesel locomotives last August to handle its freight, the SS has now bought two GM diesels of 900 hp. and put them in service. Also, it has dropped passenger service.

WE AWAIT word from readers on the disposition of the PCC double-enders that the Dallas (Texas) Transit Co. used to run but no longer does so, having surrendered its last trolley line, Sunset-Hampton, to buses on January 15.

SEEMS almost incredible, but the interurban car that the Ontario Electric Railway Historical Association, at last report, was considering purchasing for preservation is 43 years old but still in original condition! Nothing has been changed except a few seats added in the baggage compartment and easily removable.

The only line that could have a car

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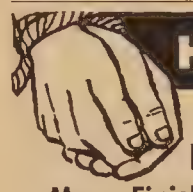

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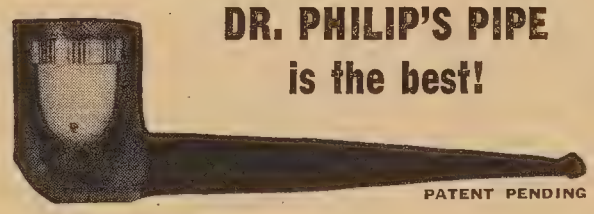

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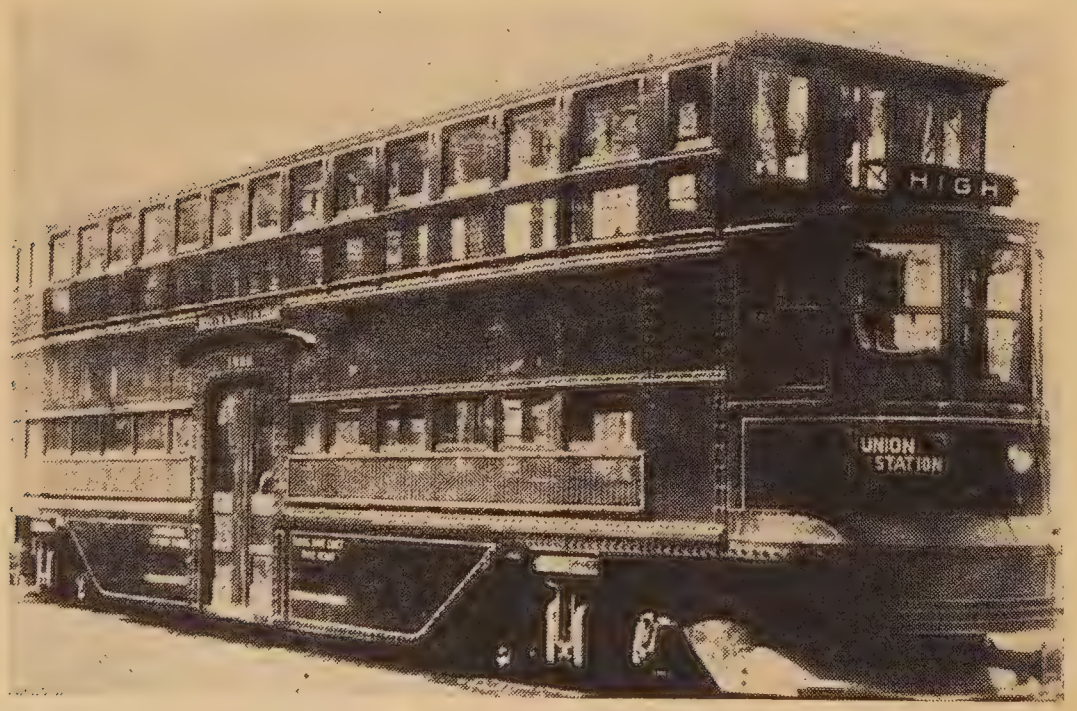
(Sorry, no C.O.D.'s)

W. H. Higginbotham

New York's Third Avenue El: Skylights in the roof, like this one at 125th Street, brightened a few of the old elevated station platforms, although the city soot and grime that accumulated on their panes gradually turned the daylight into an eerie yellowish glare. The above scene is one you will never see again.



Collection of Rev. R. W. Atkinson, Box 206, Mountainair, N. J.

This double-decker operated on the High Street route of Columbus (Ohio) Railway & Light Co., which later became the Columbus Transit Co.

of such untarnished vintage at this late date is the Montreal & Southern Counties, which still operates the equipment with which it began operation nearly a half-century ago. The vehicle under consideration is passenger combination car 107, with handsome green-stained glass windows and a beautifully carved and paneled interior.

Were it smaller, car 107 would be a real collector's item. But as it is bulky, there is somewhat less demand for such an antique. We hope the car will be preserved. Readers willing to help raise the necessary funds can get in touch with the Toronto organization at 11 Highgate Rd., Toronto, Canada.

We hope, too, some other group will become interested in buying and preserving one of the other old M&SC interurban cars in fine condition, when the line is abandoned in the near future. Such cars are well worth saving.

E. J. QUINBY, who lives at 308 W. 30th St., New York City, would like to read comments on "Third Avenue El" in this issue. He sends the following item:

The New Haven, Conn., *Evening Register* recently ran a news story headlined, "Watchman Foils Wire Thieves at Branford Trolley Museum." This story concerns the electronic burglar alarm which the Branford, (Conn.) Electric Railway Association installed in an effort to stop thefts of costly copper trolley wire, rail bonds, and even heavy rail out on the line.

Custodian Jim Burchard was on duty at BERA headquarters when someone set off the alarm. Bells rang; lights flashed. Jim alerted the local police. Nearby, in the woods, the cops found a suspicious-looking car. In it were pole-climbers and sturdy wire-cutters, obviously intended for use as burglary tools. The police waited in ambush.

Meanwhile, Jim made an inspection tour of his own. Upon rounding a curve he flushed two shadowy figures, who fled over the hill. When the pair ran up to their get-away car, the bluecoats nabbed them and drove to the hoosegow. Both confessed. Their ages are 20 and 23.

"IF NATIONAL CITY LINES aims to take over the Pittsburgh Railways Co., they are crazier than I think," writes Ivan W. Saunders, 472 Belonda St., Pittsburgh 11, Pa., who cites some good reasons why buses are not suitable for the city's hilly terrain.

"If NCL wants to have real trouble

Scene in Brattleboro, Vt., 50 years ago.

Leslie R. Ross

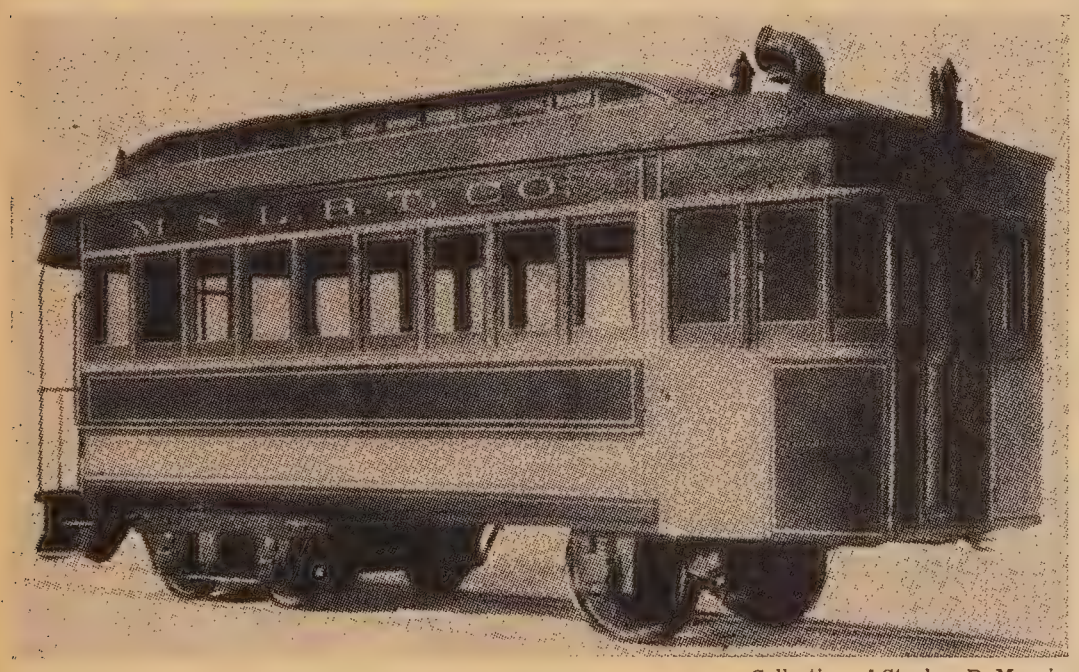
Bygone era: Baltimore Transit car 5292.

and continually buy new buses, they should come to Pittsburgh, where buses last from seven to eight years at tops and where buses larger than 44-passenger capacity cannot run because of narrow streets. Also, the buses can't make time because of hills. They cannot match the trolleys in hauling capacity, speed, and pickup from a stop. All traffic here in one direction is jammed into a single lane, even on the major streets."

A SUBWAY FANTRIP at Rochester, N. Y., has been scheduled for May 12, on a nonprofit basis, reports John D. W. Wilkins, 6 Meadowbrook Court, Wellsville, N. Y. Fare $1.50. Everybody welcome. Cars leave General Motors carbarn at 1 p.m. Many picture stops.

TWO old horse-cars have been sold to G. D. Murphy, of Port Pirie, Australia. He is keeping one of them in his back yard "for the kids to play with" and has dismantled the other, reports *Railway Transportation,* an Australian magazine. Until recently the two cars provided Australia with summer tourist service between Victor Harbor railway station at Adelaide, across a timber bridge, and Granite Island. The magazine comments sadly, "No future for horse trams."

AN AIR-CLEANING BLOWER, recently developed, is contributing to comfort and safety in New York's subways, reports J. J. Gallagher of General Electric. The blower is designed to screen out economically most of the foreign material from air ventilating traction motors. They are used also on



Collection of Stephen D. Maguire

Steam motor car 1865 on the old Manahawken & Long Beach Transit, N. J.

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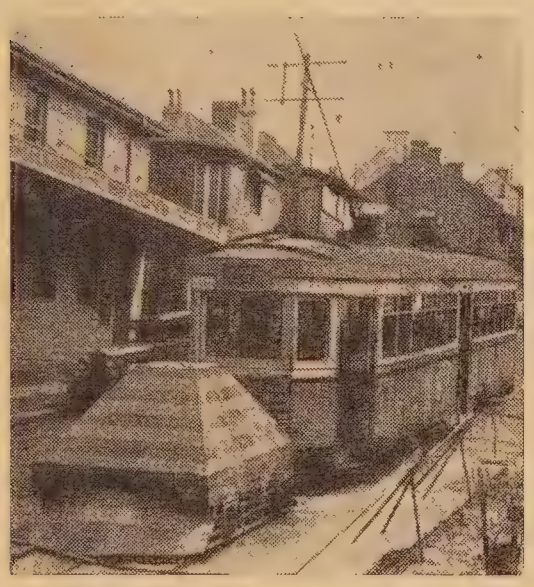
Former pay-car, St. Louis Public Service Co., now in work service.

Union Pacific turbine-electric locomotives and on the New Haven Railroad's rectifier-type locomotives.



Australia: old counterbalance car in Sydney, New South Wales. Maybe some reader can tell us about this oddity.

WM. CONSTANTINE, 740 E. Broadway, Louisville 2, Ky., will buy a photo or set of plans for a summer-type trolley car with double open ends, double trucks, open sides, so he can build such a car to add to his collection.

"I DON'T FEEL that *Railroad Magazine* gave Oakland, Calif., enough credit in the matter of operating double-deck streetcars," writes Addison H. Lafflin, Jr., secretary, Bay Area Electric Railroad Association, 2119 Marin Ave., Berkeley, Calif.

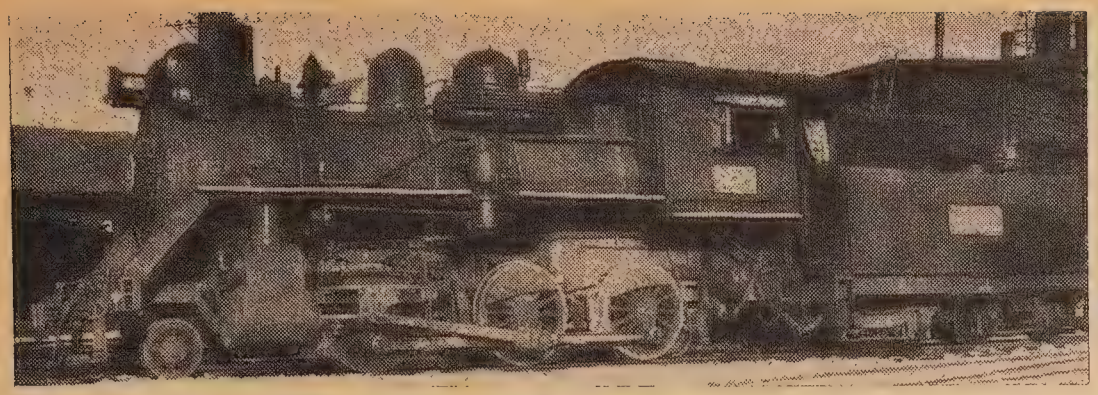
"While you gave San Diego credit for having more than one double-decker —San Diego had only two—Oakland had seven such cars. Oakland's two-story streetcars were originally horse-cars built by Pullman.

"When the Oakland lines using the double-deck horse-cars were electrified in 1892, the cars were sent to Carter Brothers, a California carbuilder, to be converted for electric operation. Five of them were made into single-ended double-deckers for use on the Highland Park & Fruitvale Railroad. Two were made into double-ended double-deck cars for use on the East Oakland Railroad's Fourth Avenue Line.

"Oakland ran its double-deck electric streetcars from 1892 to about 1898, when they were all rebuilt into single-deck, double-end streetcars. Most of them were eventually placed on new longer underframes and became double-truck, California-type cars.

"The single-end, double-deck electric cars of the Highland Park & Fruitvale had the motorman out in front on a platform which sported two outside-facing seats, like the San Francisco cable cars of today. The controls were between these seats. The double-ender Oakland double-deckers were not unlike the open top double-deck cars in England."

It takes a lot of Swedish electric power to wheel this 2,100-ton iron ore train over snowy rails north of the Arctic Circle.



No. 42 of the 120-mile Sydney & Louisburg Railway in Nova Scotia.

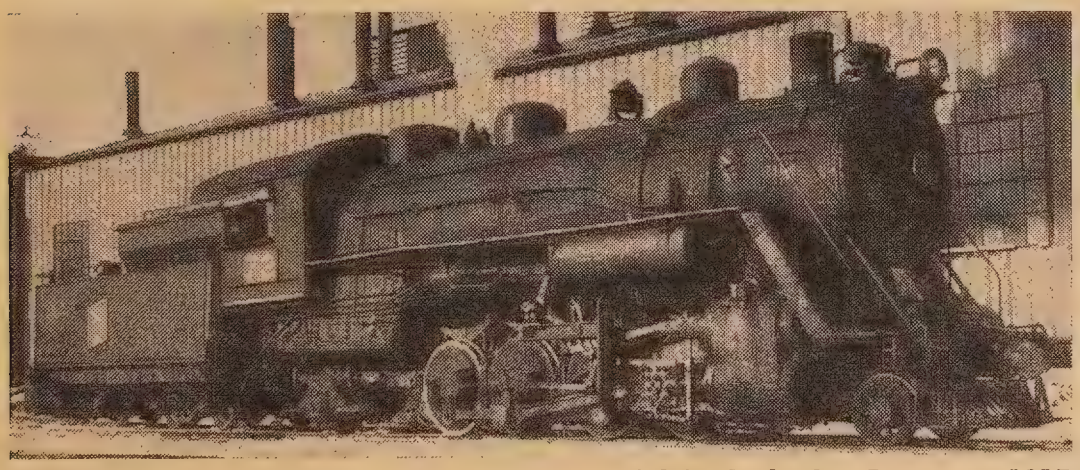
ALL-TIME ROSTER OF LOCOMOTIVES

SYDNEY & LOUISBURG RAILWAY

No.	Builder	Date	Type	Cyls.	Drivers	Boiler Press.	Wt. on Drivers	Total Engine	Tract. Effort
15	Mon.	1911	2-6-0	19x26	50	180	112500	231000	28700
31	Sch.	1890	2-6-0	17x24	54	180	105000	190000	19650
32	Sch.	1891	2-6-0	17x24	54	180	105000	190000	19650
42	Sch.	1899	2-6-0	19x26	54	180	122000	230000	26620
43	Sch.	1899	2-6-0	19x26	54	180	122000	230000	26620
45	Mon.	1925	2-6-0	19x26	55	200	140520	235000	29000
55	Am.	1903	2-8-0	21x26	50	200	158500	270500	35900
57	Mon.	1911	2-8-0	21x26	50	200	158500	270500	35900
70	Mon.	1925	2-8-2	21x26	51	200	173900	362500	40000
71	Mon.	1928	2-8-2	21x26	51	200	173900	362500	40000
72	Lima	1917	2-8-2	22x28	51	200	185000	391000	41000
73	Bal.	1912	2-8-2	22x28	57	200	160800	343800	39000
74	Bal.	1912	2-8-2	22x28	57	200	160800	343800	39000
75	Bal.	1912	2-8-2	22x28	57	200	160800	343800	39000
76	Bal.	1912	2-8-2	22x28	57	200	160800	343800	39000
77	Bal.	1918	2-8-2	22x28	51	200	182000	378600	41000
78	Bal.	1918	2-8-2	22x28	51	200	182000	378600	41000
80	Mon.	1927	0-6-0	19x26	50	180	133500	235000	28750
81	Mon.	1927	0-6-0	19x26	50	180	133500	235000	28750
82	Mon.	1928	2-6-0	19x26	50	180	132000	254000	28750
84	Am.	1918	0-8-0	22x28	51	200	207200	327500	45200
85	Lima	1926	0-8-0	25x28	51	200	230000	359000	58000
86	Am.	1925	0-8-0	22x28	51	200	212200	343000	45200
100	Am.	1918	2-8-2	28x30	63	200	211600	491500	58000
101	Am.	1922	2-8-2	28x30	63	190	232500	509500	60000
102	Am.	1918	2-8-2	26x30	63	200	220000	621200	54700
103	Bal.	1928	2-8-2	26x30	63	200	234500	534400	54000
104	Bal.	1928	2-8-2	26x30	63	200	234500	534400	54000

NOTES

Mon. means Montreal Locomotive Works, Sch. Schenectady, Am. American, and Bal. Baldwin. Nos. 31 and 32 were originally 2-6-4 type, rebuilt in company shops as 2-6-0's. Nos. 42, 43, and 45 were originally 2-6-4's, rebuilt in company shops as 2-6-0's. •



Sydney & Louisburg No. 72 is an old 2-8-2, built by Lima in 1917.

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BEGINNING with our next issue, *Railroad* will be printed by the modern process known as *photo-offset*. We will still have 80 pages, and each page will be the same size as this one, but the photos we publish will be somewhat sharper in detail.

Not only that, but some photos will be much larger than heretofore, because they will extend over the space that is now used by white margins. The technical term for pages containing pictures that over-run the margins is "bleed pages." By using bleed pages, *Railroad* will give you more pictorial space without dropping a word of text matter. •

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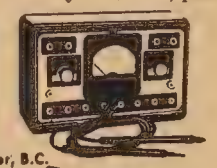

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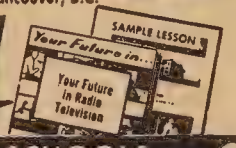

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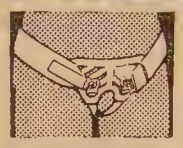

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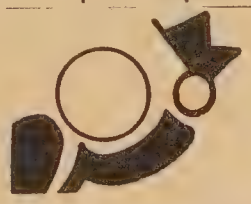

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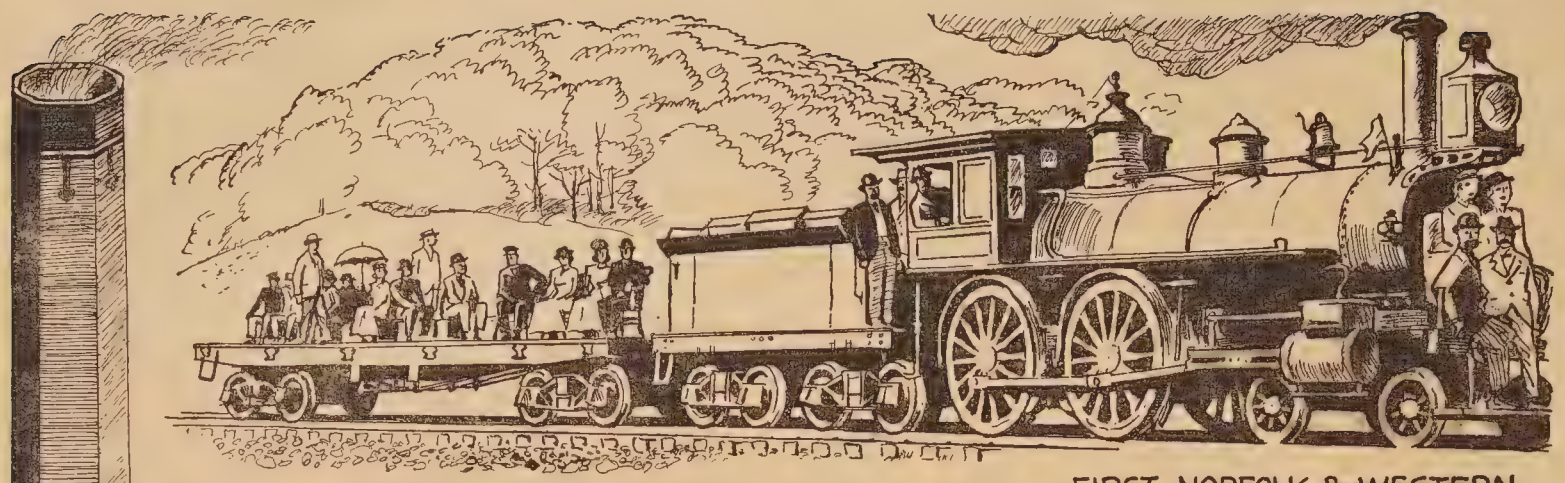
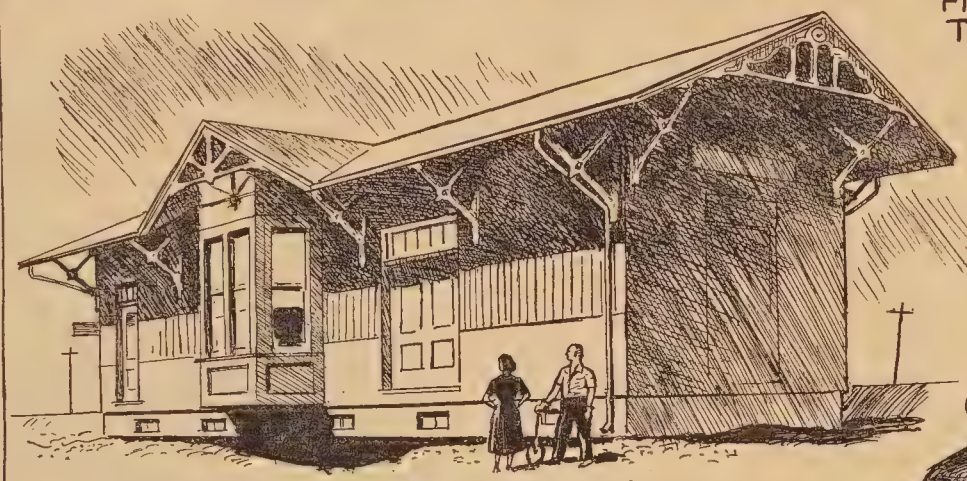
Along the Iron Pike

by Joe Easley

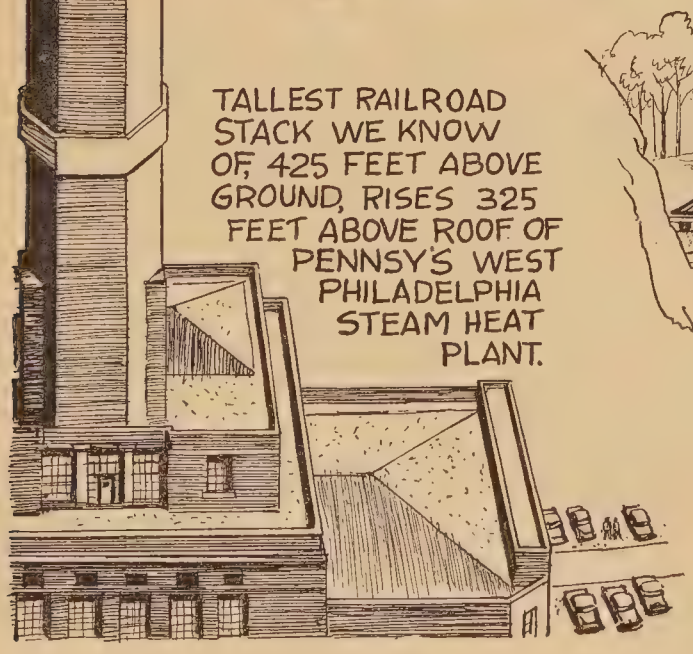


FIRST NORFOLK & WESTERN TRAIN WEST OF ELKHORN, W.VA., TUNNEL, SEPT. 2, 1891, WAS PICNIC SPECIAL. (from N&W Magazine)

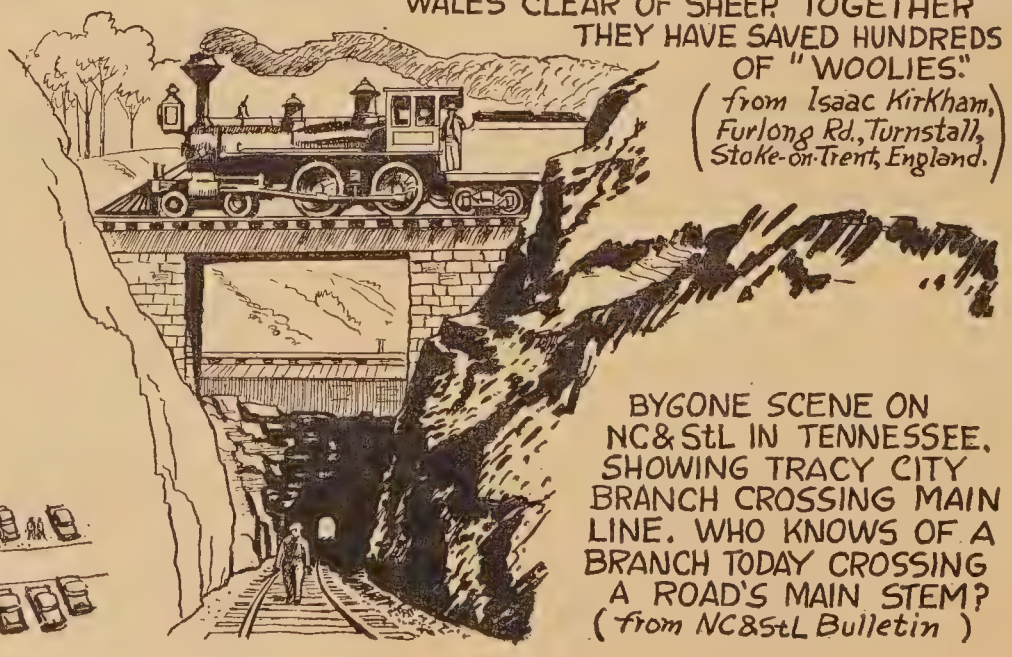


ABANDONED WABASH DEPOT AT HOLLOWAY, MICH., BOUGHT BY WABASH STATION AGENT J.D. JAQUA, WILL BE CONVERTED INTO 5-ROOM HOME FOR SELF AND WIFE.

RAIL SHEPHERD. LABRADOR RETRIEVER NAMED JANE WORKS WITH BILL DYER TO KEEP NARROW-GAGE TALYLLYN RY. TRACK IN SOUTH WALES CLEAR OF SHEEP. TOGETHER THEY HAVE SAVED HUNDREDS OF "WOOLIES." (from Isaac Kirkham, Furlong Rd., Turnstall, Stoke-on-Trent, England.)



TALLEST RAILROAD STACK WE KNOW OF, 425 FEET ABOVE GROUND, RISES 325 FEET ABOVE ROOF OF PENNSY'S WEST PHILADELPHIA STEAM HEAT PLANT.



BYGONE SCENE ON NC&StL IN TENNESSEE, SHOWING TRACY CITY BRANCH CROSSING MAIN LINE. WHO KNOWS OF A BRANCH TODAY CROSSING A ROAD'S MAIN STEM? (from NC&StL Bulletin)

MAIL CAR

(Continued from page 11)

68 PERSONS, including three females, have received the ICC's bronze Medal of Honor for heroism in the railroad industry since Congress authorized the award in 1905. The latest is Aloyisius A. Russell, a Reading brakeman, to whom President Eisenhower has sent a letter of congratulations.

Russell was riding the locomotive cab on a Reading train when it rounded a curve at Suplee, Pa., only 550 feet in front of a baby boy playing on the track. The hogger instantly "wiped the clock," but Russell knew they couldn't stop in time. He hurried through the front door and along the running board on the left side of the engine, crossed to the right side, and dropped to the footboard.

Then, with his left foot on the side step and his right foot on the footboard, he clutched the vertical hand-hold with his left hand as the train approached the child. In this hazardous position Russell shoved the lad to safety with his right hand. As he did, he fell, suffering injuries which hospitalized him for six weeks. The boy was slightly bruised. •

THE FIRST recipient of the Medal of Honor was George H. Poell, a fireman on the St. Joseph & Grand Island (now part of the Union Pacific system). In June, 1905, he snatched a two-year-old boy, Paul Ussary, from the path of a moving train under circumstances similar to the Russell episode. In doing so, he lost a leg. But never, as long as he lived, did Mr. Poell regret having saved the boy.

Paul Ussary

In decorating him, President Theodore Roosevelt wrote: "No man could have shown greater coolness, greater skill and daring, or more heroic indifference to his own safety."

Poell also received the Carnegie Medal for Bravery and the American Cross of Honor. The rescue occurred at Powell, Neb., where Paul's father was the station agent. Paul's grateful parents had photos taken showing Poell with their son and sold them, raising a $1,000 "hero fund" for him.

The incident led to a lasting friendship between the boy and his rescuer. Says Paul, "He was like a second father to me." When Paul grew up he went into railroad telegraph service. Today, at age 52, he is an assistant chief dispatcher on the Rock Island and lives at 306 W. 46th St. Terrace, Kansas City, Mo.

The loss of a leg ended Mr. Poell's rail career. He entered politics, running as a Democrat in a Republican stronghold and was elected county clerk at Grand Island, Neb. Later he took up the garage business. When he died in 1952 at age 71 he left the three medals to Paul Ussary.

A thief ransacked the Ussary apartment, including a drawer where the medals lay, but did not take them. Since then, Paul has kept them in a safe deposit box. "Those medals," he says, "represent something money can't buy." •

A VALIANT trainman, but not a medal-winner, is Raymond J. DuBois, Jr., 3812 30th Ave., Astoria, N. Y., whose service-record card with the Long Island states, "Commended personally by Superintendent for his heroic action in rescuing a 13-year-old girl from a burning automobile after a grade-crossing accident."

DuBois is 25. One night last winter, just as the train on which he worked was pulling into a Lynbrook station, an automobile driven by Bill Mooney rammed the side of it, wedged under the fifth and last car, and burst into flames. DuBois leaped off the train. While Mooney was saving his wife, the trainman fought his way into the blazing vehicle and took out the daughter, Hope, from the rear seat.

Leaving her with bystanders, DuBois went back to work without identifying himself. But news gets around. Division Superintendent Spore called the trainman into his office and said, "Your heroic action reflects great credit on yourself and all employes of the railroad." •

8½ CENTS per mile, *plus parking charges*—that's the average cost of driving a private automobile, according to figures compiled by the American Automobile Association. You could beat that price any day by riding the rails, especially at commuter rates. •

CONTRADICTING our remark that the Long Island is the only carrier still using "Rail Road" as two words in its corporate name, Jack Gibson cites

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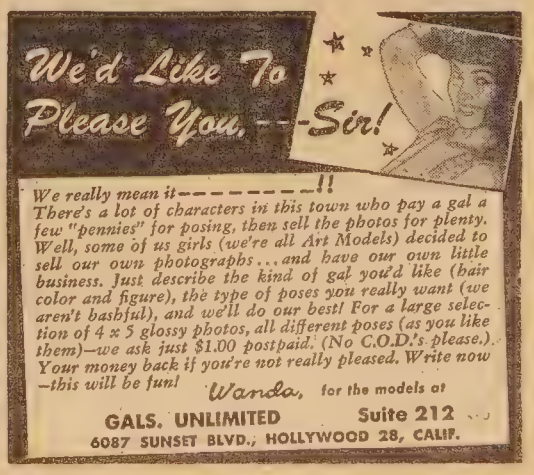
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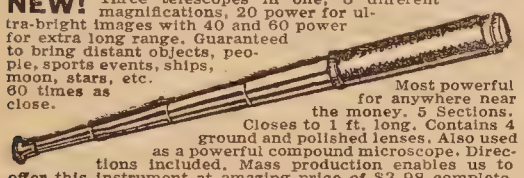

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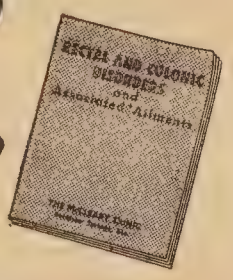

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a 7.5-mile freight line in California, the Arcata & Mad River Rail Road. Jack is right. As editor of a little railfan monthly, *The Ferroequinologist,* 24 Pleasant St., Los Gatos, Calif., he knows rail lore.

June '53 *Railroad Magazine* featured an A&MR history. The line began as the Union Wharf & Plank Co., incorporated Dec. 15, 1854. It built a mile-long wharf into Humboldt Bay, laid wooden rails, and operated a horse-car connecting with ships at 10 cents a passenger and stated rates for freight hauled by the line. •

IT TAKES about a million and a quarter workers to run America's 661 railroads and such auxiliaries as the Pullman Company and the Railway Express Agency. By adding the dependent members of their families you get a group of at least 3,600,000. The huge total number of railfans has never been counted. •

NEWS BRIEFS. Double-deck streamlined, air-conditioned, commuter coaches are proving so popular that the Chicago & North Western expects to have a total of 48 of them in service by the end of this year, and the Southern Pacific a total of 31 in operation.

A two-minute halt of all trains and other operations at 11 a.m. February 16th was observed by 6,000 Denver, Rio Grande & Western employes in memory of their president, Wilson McCarthy, who died of a stroke at 71. Gale B. Aydelott, executive vice president, authorized the dramatic tribute, which preceded by one hour the funeral services in the Assembly Hall, Mormon Temple Square, Salt Lake City.

Federal interference imposes costly burdens on American railroads. For example, the lift bridge over the Government canal at Portage, Wis., built in 1938 *but never opened,* has cost the Milwaukee Road nearly $100,000! The bridge was built by Federal order because the canal was called a navigable stream between the Fox and Wisconsin rivers.

A surprise birthday party was given to Senator Joe O'Mahoney, Wyoming Democrat, when he was having a solitary dinner aboard the Baltimore & Ohio's *Capitol Limited* somewhere in Indiana. A grinning waiter brought him a huge decorated cake topped with a lighted candle, a girl sang "Happy birthday to you," and other passengers joined in the fun.

How many American railroads are 5 miles long or less? Answer, 44. Four of these have 1 mile or less; nine, between 1 and 2 miles; 10, between 2 and 3 miles; 7, between 3 and 4 miles, and 14, between 4 and 5 miles. In addition, there are 68 switching and terminal companies having 5 or less miles of track.

The world's most powerful steam locomotives are not the Union Pacific's "Big Boys," as many people think, but are the 220-237 series of the Duluth, Missabe & Iron Range, according to Burdell Bulgrim, Box 206, Owen, Wis. He quotes the *Locomotive Cyclopedia* to the effect that the DM&I engines have 140,000 pounds tractive force, the Big Boys 135,375.

Do you like potato chips? Some 51,000 carloads of spuds were manufactured into chips last year. That is, about 10 percent of all potatoes sold as food. Much of this crop is hauled by the Bangor & Aroostook.

The average passenger train takes only ten seconds to pass a crossing. Yet many motorists risk lives in trying to save this little bit of time.

Lots of careless men are found
Lying six feet underground.

Average railroad revenue per passenger-mile of 2.58 cents in 1955 was the lowest in five years. It compared with 2.62 cents in 1954 and a post-war high of 2.664 cents in 1952.

Abandonment of the Swift-Hunter line at Atmore leaves Alabama with only one lumber road, the W. T. Smith at Chapman, idle for over a year, laments Tom Lawson, 2533 Monteballo Rd., Birmingham, Ala. The nation's lumber industry began in Maine, flourished in Alabama and Michigan, and moved to Northwest.

Celebration of Edward Tayler's 81st birthday began at 7:45 a.m. with the arrival of Jersey Central Lines President and Mrs. E. T. Moore at his home, 603 Hillcrest Ave., Westfield, N. J. They picked up the railroad's "dean of commuters" and members of his family and took them to the Westfield station. There the party boarded a railroad business car attached to the 8:03 train to New York. In the car a full-course breakfast was served in honor of Tay-

ler's 67 consecutive years of CNJ travel between home and office. CNJ annually honors its No. 1 commuter.

Rebecca Snider

Although Miss Rebecca Snider is the daughter of Ervin Snider, who has been working 28 years for the High Point, Thomasville & Denton Railroad, a section foreman since 1931, this 18-year-old college freshman never had a train ride until she attended a railroad Christmas party given for HPT&D employes and families. Rebecca is one of those who rode a special train to and from the festivities. She lives at Rte. 2, Lexington, N. C., is adept at sports, and aims to become a piano teacher.

At least 30 U.S. railroads and two Canadian systems are now providing scheduled trailer-on-flatcar service, commonly called "piggy-back," and other roads are preparing to do the same. •

MONON RAILROAD president Warren W. Brown says the railroad industry is "completely out of touch" with the traveling concepts of the American public. He declares that 1955 was intended to be "a year of transportation decision" but it turned out to be "a year of transportation *indecision.*"

"It is almost amusing," Mr. Brown goes on. "Seventy-five years ago, railroads used tall-stacked locomotives, gas lights in coaches, stoves for warmth, open platforms, pin couplers, sanded tracks by hand, made passengers get out and push, hauled 15 cars per freight train, charged low rates, transferred freight at each connection, had never heard of freight solicitors—and always made money!

"Today railroads run streamlined diesel trains; have air-conditioned coaches, diners, and Pullmans, automatic couplers; give operating men two days' pay for a half day's work, travel 100 miles per hour, haul 150 cars per train, charge high rates, have freight solicitors by the hundreds—and seldom make money!"

He recommends that railroads:

(1) Give a greater voice in railroad industry policy to public relations men.

(2) Arrive at a unanimous decision as to whether or not to press for passage of the so-called Weeks Report on transportation.

(3) Establish greater incentive and encouragement to bring young men into the industry.

(4) Create higher standards of research.

(5) Realize that the chief competitive effort of the rails should be directed against other modes of transportation and not against other railroads. •

KATHERINE BRYAN'S most embarrassing moment occurred on a Saturday afternoon when she was working alone as a bill clerk in an Elgin, Joliet & Eastern office at Gary, Ind., and a stranger drifted in. "We started to chew the rag," she recalls. "I said I didn't like the way the brass collars were running my railroad—and then, was my face red! The man introduced himself as a newly appointed EJ&E official, and was my face red!"

Mrs. Ken Bryan

Kitty has been holding an afternoon trick since August '44, figuring freight charges and handling bills of lading. She is proud of her knowledge of railroad lore and her ability to fix things.

"One day," she says, "a repair man came in, looked at a broken electric typewriter, and shook his head. Didn't know what was wrong. Then I did some looking myself. I found that a certain part had been stuck in backward and I fixed it easily. This time it wasn't *my* face that was red."

Kitty sprang from a railroad family that included an EJ&E hogger and a Grand Trunk signal supervisor. Her husband, Ken, is an EJ&E clerk-weighmaster at Kirk Yard. They live with three small railfan sons at 636 Dearborn St., Gary.

Incidentally, the EJ&E has about 95 miles of continuous welded rail entirely free of joints. One stretch is 19,812 feet long. The longest single stretch of such rail is on the Denver & Rio Grande Western, 33,792 feet. •

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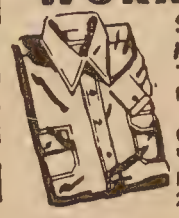

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34 employes for each mile of track. In the United States the average is six employes per mile. There is only one American railroad, aside from city transit lines, that gets most of its income from passenger service—the Long Island. •

INSTANCES where animals interfered with railroad operation are recalled by Thomas O. Acree, a retired Southern train dispatcher, Box 724, Hollywood 28, Calif.

"When I was a boy," he writes, "I was caught on a single-track Southern Railway bridge north of the Union Station at Lynchburg, Va. With me was a bull pup. Train 35 slipped up from the north. I could have made it to safety without delaying the train if it hadn't been for that pup. Anyhow, the engineer big-holed her, and nobody was hurt, but the pup had to dive 40 feet into the James River. Yes, he recovered.

"Years later, a stray mule was grazing along the Norfolk & Western right-of-way near Lynchburg at the east end of a single-track tunnel on the Burham branch. A noon passenger train whistled for a clear track, whistled again and again. The mule ignored it. He kept ambling slowly ahead, browsing on the lush vegetation, and the train crawled along behind him practically all the way to Lynchburg Union Station. Delay, about 30 minutes.

"When I was pounding brass for the Southern at Durmid, Va., a stray horse walked out on a double-track trestle in midnight darkness. All four feet went through the spaces between the ties and he lay there helpless, delaying several trains. At length a section crew, called out of bed, jacked him up and guided him back to solid ground." •

NEW ZEALAND reader J. D. Malorey, 26 St. Nicholas Ave., Point Chevalier, Aukland, N. Z., writes:

"New Zealand's railways are following North America on the march to dieselization as fast as funds permit. At present we are receiving an order of 30 General Motors diesels from the U.S.A. and Canada, and 2 or 3 are already in service. These are the first North American locos to arrive in New Zealand since 1914, when we bought some Baldwin Pacifics.

"As I write, an organized group of New Zealand women is staging a sit-down strike on the tracks at Kiwi as a protest against demolition of the Nelson-Glenhope Railway. The women say they will go to jail if necessary." •

A PHOTO taken about 50 years ago and just brought to light shows a baboon named Jack operating signal levers for his legless master. J. H. Wilde, at Uitenhagen station on the South African Railway, reports Isaac Kirkham, 206 Furlong Rd., Stoke-on-Trent, England. The well-trained beast had an almost uncanny record for accuracy on the job. At first railway officials were skeptical. They tested Jack, were delighted with his work, and permitted him to continue helping Mr. Wilde. Will some North American signalman please comment on this item? •

IRELAND'S rail system is going diesel. That is to say, the railways of Coras Impair Eireann are building some diesel locomotives at their own Inchiore Works, buying others from Metropolitan-Vickers Electrical Co., and gradually selling or scrapping their steam power. Irish results with diesels, to date, show a saving of about 25 percent on operating costs, as compared with steam, and more than 30 percent saving on maintenance cost.

CIE's general manager, Frank Lemass, says that as soon as dieselization is completed the Land of the Shamrock will save about three million dollars a year on fuel costs alone. Soon they'll be singing:

Oh, Patrick dear and did you hear the news that's in the vales?
The steamer is forbid by law to run on Irish rails.

Meanwhile, in America, the Louisville & Nashville was "fully" dieselized as of April 1, with 602 diesels in all, but is prudently holding some of its powerful steamers for emergency use. Last regular L&N steam run hauled Kentucky coal. •

TWO-FOOT-GAGE memories fill Elliott W. Steward, Norway, Me., as he recalls the Sandy River & Rangeley Lakes, the greatest two-footer of them all, that used to run through the Maine big woods.

"For 22 happy years," he writes, "I lived in a house beside the Sandy River Line crossing at Sawyer Street in Phillips, not far from the roundhouse, shops, and yard. I'll never forget the slim-gage engines and trains. I would watch the master mechanic, Lee Stinchfield, get an engine fresh out of the shops and give her a trial run to Strong to see how she behaved.

"Those little mills sounded good at night. You could hear one whistle 'way down by Austin Voters' place and pretty soon at Wing's crossing. Then

she'd rumble through a cut and onto the steel trestle below town and round a high sharp curve, her headlight gleaming in the darkness. Still working steam, she'd whistle for two more crossings, and then—glory, hallelujah!—grind to a stop at the Phillips depot.

"Leaving town, bound for the northern terminal at Rangeley, she clattered over Main Street by the coal sheds, rounded a curve, and nosed through a covered bridge. She passed several sidings and the ancient Phillips & Rangeley roundhouse, wherein rested the bones of four old engines, Nos. 7, 8, 15 and 20.

"Finally her exhaust and wailing whistle faded away as she headed onto Johnson Mountain." •

A GALLANT little polio victim, 13-year-old Judy Shaver, has risen above the handicap to her spine and legs to win the Canadian Legion prize for the best essay on the Canadian Pacific train, *The Canadian.*

Judy Shaver

Judy was raised in the railroad atmosphere of Smiths Falls, Ont., a CPR divisional point, and has always loved trains, and is making a brilliant record in high school at Almonte, Ont., Canada, the town in which she now lives. Here is a condensed version of her prize-winning essay:

"In our world today, all things must show progress or lose in importance. This is true in industry, science, and transportation. Much competition has developed in transportation. The Canadian Pacific's most recent answer to this competition is its new transcontinental train, *The Canadian.*

"*The Canadian,* together with the well-established *Dominion,* provides the longest dieselized passenger run in North America, 2930 miles between Montreal and Vancouver. April 24, 1955, was an important Sunday to those of us who live in Almonte. It seemed to be everyone's intention to be at or near the station at 5:15 to see *The Canadian* pass through town. Right on time, its sleek stainless-steel gleaming in the bright afternoon sun, *The Canadian* curved gracefully around the bend as it came into Almonte from the east. Young and old waved gaily to those aboard.

"The perfect timing of this train every day has become a clock for many of us. In early morning and late afternoon we say, 'There she goes!' 'She' is *The Canadian,* and we are proud of her." •

ANSWERS to problem on page 11. Your caboose is left standing on the main line between the wye switches, the engine continuing forward over the wye's east switch. The 10 moves are:

(1) Engine reverses, backs onto east leg of wye, and couples to car 100.

(2) Engine reverses and pulls car 100 out on the main line and far enough over the switch to permit "kicking" car 100 down against the crummy.

(3) Engine reverses, kicks the car against the caboose and, after the car clears the switch, continues backing around east leg of wye onto the stem of wye.

(4) Engine reverses and heads around west leg of wye, coupling to and shoving car 200 ahead of her out on the main line.

(5) Engine reverses and backs eastward on the main line, pulling car 200 and coupling to and shoving the caboose and car 100 over east switch of wye.

(6) Engine reverses and shoves car 200 to spot at warehouse on east leg.

(7) Engine reverses and shoves caboose and car 100 out on the main line.

(8) Engine reverses and pulls the crummy and car 100 westward on the main line and over the switch to west leg of wye.

(9) Engine reverses and backs the caboose and car 100 to spot at warehouse on west leg of wye.

(10) Engine reverses, leaves car 100 spotted, and proceeds with the caboose to the main line. •

On the Waybill—Next Issue

OPERATION WHISTLE STOP, the story of Presidential campaigns by rail, a great timely subject by Ejler Jakobsson, former managing editor of *Railroad Magazine.* We predict that this article will be widely reprinted.

A MAN WHO COULD HANDLE TRAINS, fiction, by Harry Bedwell

NORFOLK & WESTERN locomotive roster

SEASHORE ELECTRIC RY., trolley line and museum, by O. R. Cummings

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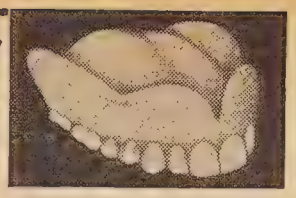

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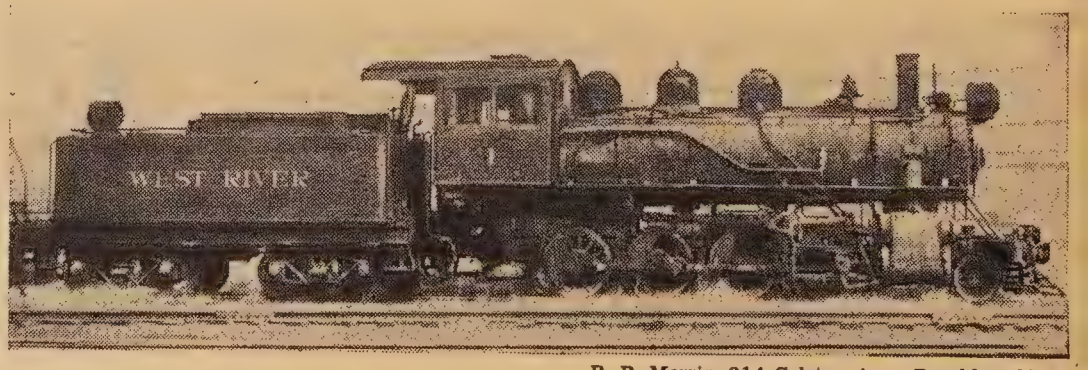

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West River One-spot, an Alco 2-8-0, snapped at Elizabethport, N. J.

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RAY BYERS, 167 Feronia Way, Rutherford, N. J., will sell 23 elec. line pix 2½x4¼; 7 Denver trolleys, 8 diff. City trolleys, 8 Chicago el tr., all for $2, postpaid.

FRANK COTTON, Rte. 1, Box 170, Omak, Wash., will sell for best offers *Railroad Magazines* Jan. '49 thru June '55, *Trains* Jan. '48 thru June '55.

OWEN DAVIES, 1214 N. La Salle St., Chicago, Ill., sells rr. books, pamphlets, new, old, steam, elec., U.S., foreign. Detailed list free.

G. S. DAWSON, Box 42, Hico, Tex. will trade many rr. books, mags., other items, for antique guns, war relics, and general antiques. List supplied.

DALE DEWALT, Rd. 2, Shelby, O., will sell for best offer *Railroad Magazine* Jan. '54 to date, all good cond.

D. H. DOLBIER, 439 W. 5th St. Reno, Nev., wants any size pix and/or negs. U.S. steam locos and trains.

(Mr.) KOFI DUM, c/o J. K. Poku, Posts and Telegraphs, Biseasi, via Esiam, Gold Coast, British West Africa, interested in rr. postcards, stamp collecting, wants pen pals.

JOHN DUNNICLIFF, 911 North Knight, Thief River Falls, Minn., will sell 6500 tr. orders, 38 diff. rds. List and price, 3c stamp.

MARGARET EMERSON, Gen. Del., Denver, Colo., railroad telegrapher, wants pen pals around retiring age.

TOM ESSIAM, c/o Kodwo Woode, Box 4, Biseasi, via Esiam, Gold Coast, British West Africa, interested in rr. pix, stamp collecting, wants pen pals.

JIM FARRELL, 2343 N. Karlov Ave., Chcago, Ill., will pay 25c ea. for *Railroad Magazine* Jan. thru Apr., June, July, Sept., Nov., Dec., '53; Jan., Mar., May, July '54.

W. B. FRACKELTON, Rte. 4, Oconomowoc, Wis., will swap Beebe's *Highball*, very good cond., for Beebe's *High Iron*, same cond., and swap O. S. Noch's *Rys. of Britain* for Noch's *British Locomos. at Work*.

FRANK GUERNSEY, 615 S. E. 70th St., Portland, Ore., has collection SP loco pix, sizes 616, 122; sells 22 for $1. Wants negs. SP 4100, 4200, 5000 classes.

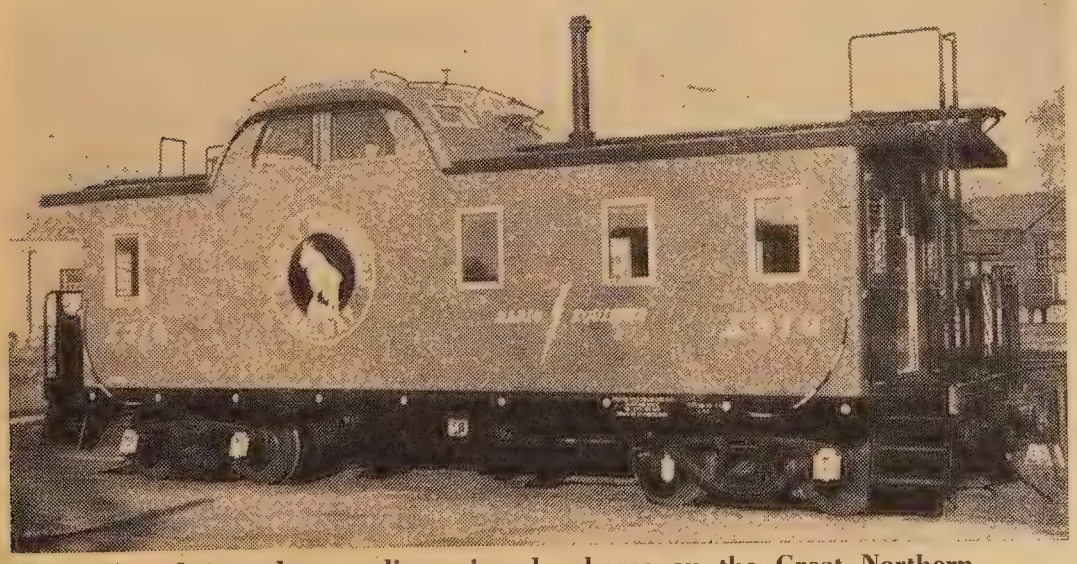
GRAHAME HARDY, Carson City, Nev., sells new and old railroadiana: steam, elec., books, pix, tts., passes, relics. Long list free.

DICK HARRELL, 796 Graceland St., Barberton, O., will sell or trade *Railroad Magazine*, good cond., auto mags.

DAVE HOLWAY, 46 Hope St. Attelboro, Mass., sells New Haven, B&M steam pix. List 5c. Wants color slides B&M Moguls, Pacifics.

Wayne E. Wheeler, 535 Norman St., Lansing, Mich.

Waiting for an Eisenhower campaign special. Scene at Lansing on a New York Central branch line on October 1, 1952. "Ike" isn't barnstorming this year.



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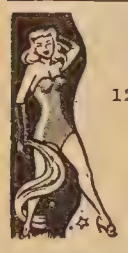

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STAN KISTLER, 3521 Blanche St., Pasadena, Calif., sells full-color SP and UP steam action shots, 11 x 14, for framing, $10 ea. postpaid. Also 35 mm. color slides of same, $5 for set of 15. Detailed list for stamped env.

DAVID KRESSLEY, 248 Locust St., Coopersburg, Pa., will sell *Railroad Magazine* July '54 thru Oct. '55, 35c ea. postpaid. Sells pix LVT trolleys. List free.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala., sells pix of Southern short lines and industrial rds., some around Chi., also larger rds. List 3c stamp.

JOHN MacDONALD, 555 Broadway, Hastings-on-Hudson, N. Y., will buy oldtime and modern DL&W steam name trains and 2x2-in. color slides steam locos, all rds. Has DL&W pix to trade.

PETER MARCHETTI, 3222 Pickwick La., Chevy Chase, Md., has negs. to trade of short lines, B&O, PRR, etc. Interested in steam, any rd. Trade neg. for neg.

TED MILLER, 119 Lettington Dr., Rochester, N. Y., will buy oldtime action shots. pc size, any rd., esp. n.g. and CB&Q.

CLYDE MINER, 51 Burke St., Nashua, N. H., will sell details of B&M train wreck Nov. 12, '54, with 6 prints. Write for price.

JOE M'MAHON, 15 Adrian Ave., New York, N. Y., offers pub. and emp. tts., many pre-war East rds. List for 3c stamp. Off. *Guides* '45 thru '48, $1.25 ea.

J. MURRY, 33 R. Winthrop St., Rehoboth, Mass., will sell compl. amusement park size steam train and track. Pix, details $1 (refundable).

RALPH PHILLIPS, 17 Eden St., Salem, Mass., wants 35 mm. color slides, steam, B&M, UP, SP. Has B&M and other steam and diesel slides, sell or trade.

DANNY POKU, 104 New Market Rd., Box 24, Bremen-Asikum, Gold Coast, British West Africa, interested in rr. pix and picture postcards, wants pen pals.

(Mr.) J. K. POKU, Posts and Telegraphs, Biseasi, via Esiam, Gold Coast, British West Africa, interested in rr pix, art, sports, stamps, wants pen pals.

J. R. QUINN, Box 24, Tillson, N. Y., thanks those who wrote him, but due to military obligation will not be able to fulfill orders now.

NORMAN REINHARDT. You gave no address.

SY REICH, 92 St. Marks Pl., New York, N. Y., sells 35 mm. color slides. Send for list. Will take 8 mm. movies.

JOHN ROBERTS, 909 Oakwood Ave., Columbus, O., sells size 616 pix elec. lines 12 for $1: WP, NSC&T, Sac. N, P&SUB, IT, WCF&N, FDD&S; also few size 616 negs., 25c ea. No list.

IVAN SAUNDERS, 472 Belonda St., Pittsburgh, Pa., issues *Locomotive Newsletter*, 2 mimeographed sheets monthly, steam loco news, specifications, 50c yr.

G. SCHRODER, 89-25 Elmhurst Ave., Elmhurst, N. Y., will sell 2006-page Moody's *RR. Manual*, U.S. and Foreign, weighs 8 lbs. packed, $7 in U.S., or trade for any 75 diff. fare tokens.

DICK SHIDELER, Rte. 1, Box 160, Lathrop, Calif., wants SP pix and 616, 620 negs. Will buy or trade SP pix pc., 4x6, 5x7, 8x10. Send your list.

WALTER SITE, Jr., 254 Feronia Way, Rutherford, N. J., will buy PRR calendars. Write first, stating yr., price, cond.

WALLY STEIGERWALD, Cobb Hill, Aurora, Ind., buys FEC emp. and pub. tts, steam pix, rosters, classification and data books, rulebooks from 1910 to present. Wants to hear from FEC engrs.

A. E. STENSVAD, 811 E. 3rd St., North Platte, Neb., will buy negs., size 616 or larger, UP 100, 150, 947, 3930, 4500, 4746, 9018, 9700's. Will sell size 616 camera.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., will buy or trade for pc size pix WMd, L&N, B&A, older loco classes steam. Also trade 3x8, 5x8 old Camelbacks. Exchange lists.

TOM TAWIA, c/o Kofi Akom, D 41 Nyarsias St., Biseasi, Gold Coast, British West Africa, collects picture postcards, mags., wants to hear from U.S. rr. men.

ARCHER TONGUE, Case Gare 49, Lausanne, Switzerland, will sell train-picture stamps. List of over 700, from 75 countries, showing train subjects, $1.

A. M. VIERECK, 626 N. Pasqual Ave., San Gabriel, Calif., will sell compl. set *Railroad Magazine* Jan. '37 to date, good cond., for best offer.

S. C. WILLFORD, 609 Cheyenne Blvd., Colorado Springs, Colo., sells 35 mm. color slides of n.g. steam engs., 50c ea., 12 for $5, 30 for $10.

A. L. WILLIS, 616 5th St., Staples, Minn., will sell or trade collection of loco and train pix, 125 diff. rds., 20 for $1; or trade for rr books or what have you. Sells old *Railroad Magazine*, 25c ea.

DAVE WILSON, Wenonah, N. J., wants pix and info. on PRR locos Nos. 763, 420, 80. Wants info. on PRR's Long Beach Island, N. J. operations.

CHAS. YRIGOYEN, Jr., 826 E. Willard St., Philadelphia, Pa., will sell 42x54-in. colored maps showing Penna. trolley lines prior to 1920.

GEO. ZYGMUND, 5420 East View Park, Chicago, Ill., sells 5x7 pix, elec., steam, diesels; U.S., foreign, 30c ea., 4 for $1. List 3c stamp; with sample 25c.

MODEL TRADING POST

WM. CLARK, 2 Action Pl., Annapolis, Md., will sell Lionel scale 763-E Hudsons with coal or Vanderbuilt tenders, two no. 1665, 0-4-0 switcher. Many more. Send self-addressed envelope with 3c stamp, for list.

JOHN DE MARCO, 1428-85 St., Brooklyn, N. Y., wants prewar O gage loco and cars. Send list and incl. cond. and price.

BOB FIELD, 107 Stanyon St., San Francisco, Calif., will send free pass to his model rr. for stamped env.

MEL FRANKEL, 118 E. 11th St., Terre Haute, Ind., wants Lionel and AF train cats. '30 to '53.

ROBERT HESS, Basking Ridge, N. J., will buy Boucher, Voltamp, AF, Dorfan pass. cars, st. and No. 2 gages.

BOB HIRTENSTEIN, 3850 S. Cottage Grove, Chicago, Ill., sells wide variety model rr. eqmt., new and used, incl. old collectors' items. Detailed list free.

JOHN KOCH, 5 Maine St., Joliett, Pa., wants AF 370-A power car, light posts for Lionel 129 station terr. Has large list Lionel; trade or sell. Answers all mail.

NORMAN LANDMAN, Box 44, Bondville, Vt., will sell Marx chem. tank car 3553, good cond., best offer over 50c, or trade for pr. Marx 4-wh. frt. trucks.

O. A. PARRIS, 1019 13th St., Bremerton, Wash, wants Nason OO gage eng., tender, pass. and frt. car parts, kits or built up. Will buy or trade OO items for same. Will buy switchman's oil lantern with clear globe.

MICKEY POOLE, Box 161, Hillsville, Va., will sell 027 gage track, 10c per section, or trade for S gage eqmt., fair cond. Other eqmt. for sale.

VIN. SILLETTI, 1253 Tabor Court, Brooklyn, N. Y., wants Lionel prewar scale 700 Hudson with tender, or tender alone, good cond.

BILL TUOKY, 28 Kent St., Westfield, N. Y., sells Lionel cars, engs., acces., list for stamped env. ●

STEAM POWER

THE following steam-power list was compiled from reports sent us by Jim Adie, Robert Anderson, Jim Edmonston, Roland Gryge, R. R. Malinoski, and Noel Weary, Jr. Previous lists have appeared in *Railroad Magazine* since Jan. '55. We cannot, of course, guarantee their accuracy.

The American railroads having the most steam locos in service as of Nov. 1 were PRR, 530; B&O, 459; SP, 433; IC, 412; N&W, 388; NP, 358; UP, 335; NYC, 331; C&NW, 276; and NKP, 159.

Boston & Maine has 15 steam locos left, most of them stored at Boston, Mass., including nine 4-6-2's, one 4-8-2, one 0-8-0, and four 2-6-0's.

Baltimore, Md.—Canton RR has 0-6-0 No. 6 stored in engine shed. "Ma&Pa" has 4-6-0 and 0-6-0 stored in roundhouse.

C&NW has 10 0-6-0 at Ironside, there is a C&NW 2-8-2 in Ashland, Wis.

Central Vermont-Canadian National—4-8-4 is used on trains 20 and 21, while 4-8-2's handle trains 16 and 17. Boston & Maine steam on one or two locals. They will preserve p-4a No. 3713 (4-6-2), No. 4113 (4-8-2), and H-2a No. 622 (0-8-0).

Northern Pacific at Glendive, Mont., all yard and branch freight line service handled with 2-8-2's. Practically all mainline freights west of Glendive are powered by 4-8-4's and occasionally a 4-6-6-4. An 0-6-0 is stored in the roundhouse. Between Glendive and Mandan, N. D., passenger trains Nos. 3 and 4 are regularly steam-powered. Pacifics 2228 and 2254 are assigned to this run. On the average of once a week a 4-8-4 can be seen on that run. ●

Freight from White Pass & Yukon train unloaded onto sleds.

FLAGSTOPS

KATE SHELLEY WEEK, July 1-7, will be observed in Iowa by proclamation of Governor Hoegh, honoring not only the heroine who saved a Chicago & North Western train 75 years ago but also serving as a tribute to all American railroad women.

FEW OLDTIMERS remember the bloodhounds that the Long Island Railroad used to keep for trailing station robbers and helping local law men. Most famous of the four-footed sleuths, Sheba's Bob, had a truly great record. Your editor, Freeman Hubbard, tells about this little-known bit of history in an illustrated feature article on "Man-hunting Dogs" in June issue of *Adventure*, a monthly magazine issued by the publishers of *Railroad*.

FANTRIPS listed tentatively for the near future include:

May 18, 19, 20—Calif.-Nev., SP to Eugene, Ore., via Siskiyou, overnight at Eugene, returning via Cascade line.

June 2—Nor.-Calif., Budd car to Turlock, Calif., via WP and TS.

June 8, 9, 10—PCC and R&LHS, to Los Angeles, covering Travel Town, Disneyland, Grizzly Flats, Knots Berry Farm.

June 17—BAERA, San Francisco municipal line.

July 4—BAERA, SN to Pittsburg, Calif., using 1005.

July 21—Nor.-Calif., day in San Francisco, using SP and State Belt.

Aug. 5—Joint railfan annual picnic.

Sept. 1, 2, 3—Central Coast, 25th anniversary of Inside Gateway, via WP and GN.

Sept. 21, 22, 23—PCC and R&LHS and Calif-Nev. over NWP and Pacific Lumber, overnight in Eureka, Calif., returning Sunday by daylight.

Oct. 7—BAERA, Key System lines, using club-owned equipment.

Oct. 13-14—Central Coast, Western railfan conference in San Jose, Calif.

For details on above trips write Railway & Locomotive Historical Society, Pacific Coast Chapter, Fred A. Stindt, chairman, 1414 Aberdeen Dr., San Mateo, Calif. Enclose self-addressed stamped envelope.

CHESAPEAKE & OHIO. Tricky-looking red-and-white checked pajamas for "him" and nightshirts for "her," designed with pictures of railcat *Chessie*, are made by Wilson Bros. Co., and sold in high-class men's specialty shops in most large U.S. cities, including Carson-Pirie-Scott, Chicago, Ill., and Burkhardt, 8 E. 4th St., Cincinnati, O. *Chessie* pajamas retail at $5.95, nightshirts $5 Cap to match, $1.

READERS interested in New York's 6th Ave. El will find a detailed, illustrated history of it by Walter A. Lucas in Railroadians of America Book 2, available at $3 a copy from the Railroadians' treasurer, Halsey L Tilton, 761 W. Inman Ave., Rahway, N. J.

JERSEY CENTRAL FAN CLUB invites all CNJ fans (especially teen-agers) to join. Meetings, trips, etc. For details send self-addressed stamped envelope to Larry Cohen, 2155 Grand Concourse, New York 53, N. Y.

READERS who liked our circus features (April '56 issue) are asking for the addresses of circus fan groups. Here they are:

Circus Model Builders, Maurice Allaire, publicity director, 24 Vermont Ave., Portland, Me.

Circus Fans Ass'n., Gil Conlinn, secretary, 71 Allendale Rd., Hartford, Conn.

Circus Historical Society, Robert King, secretary, Richmond, Ind.

The only monthly magazine devoted entirely to circus lore is the little *Call of the Calliope*, edited, printed, and published by George B. Beal, 82 High St., Newburyport, Mass. Each issue has an original photo on the cover. Sold by subscription only, $2.50 a year, $4 for two years. Mr. Beal is the author of *Through the Back Door of the Circus*, now a collector's item.

EDAVILLE RAILROAD, the six-mile two-foot-gage line that ran through a huge cranberry bog at Carver, Mass., is now owned by F. Nelson Blount, age 38, an industrialist, author, and railfan of Warren, R. I.

PINE CREEK RR. is now in its third season of operation. Located on Rte. 9, four miles north of Freehold, N. J., it operates Sundays. Equipment includes two steam locomotives, a passenger car, three log cars, a hand car from the East Broad Top, a motor car, and a flat car.

PGE BOOSTERS will run 3-day annual fantrip, Vancouver to Prince George, July 20. Fare, including meals and berth $60 (lower), $58 (upper). All fares must be paid by July 1. Details from Ernie Plant, 6463 Chatham St., Box 40, Horseshoe Bay, B. C., Canada.

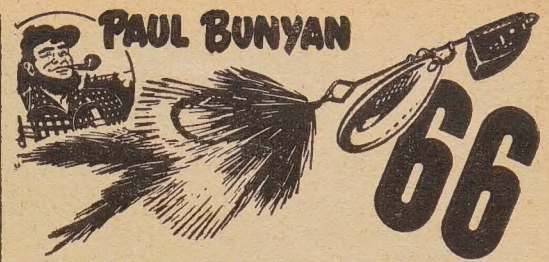
NRHS, Baltimore Chapter, will run fantrip May 20 over Stewartstown freight road, $3 round trip. Tickets must be bought by May 14. Details from Robt. Janssen, 2700 Joppa Rd., Baltimore, Md.

WARNING. D. G., who signs himself "curator" of the "Railway Historical Museum" in an upstate New York village, is asking for donations and "loans" of rare old locomotive photos.

"Retired enginemen and others would, or should, we feel, be most happy to know that their treasured mementoes find a final resting place in our archives and exhibits," he writes to newspapers and individuals in many sections of the country.

Anyone who sends photos to this one-man "museum," especially on a "loan" basis, does so at his own risk. D. G. has had several minor run-ins with the law. Many readers have complained of his engine-picture-collecting methods.

D. G. is a little past middle age, well educated and usually courteous. He has many aliases. ●



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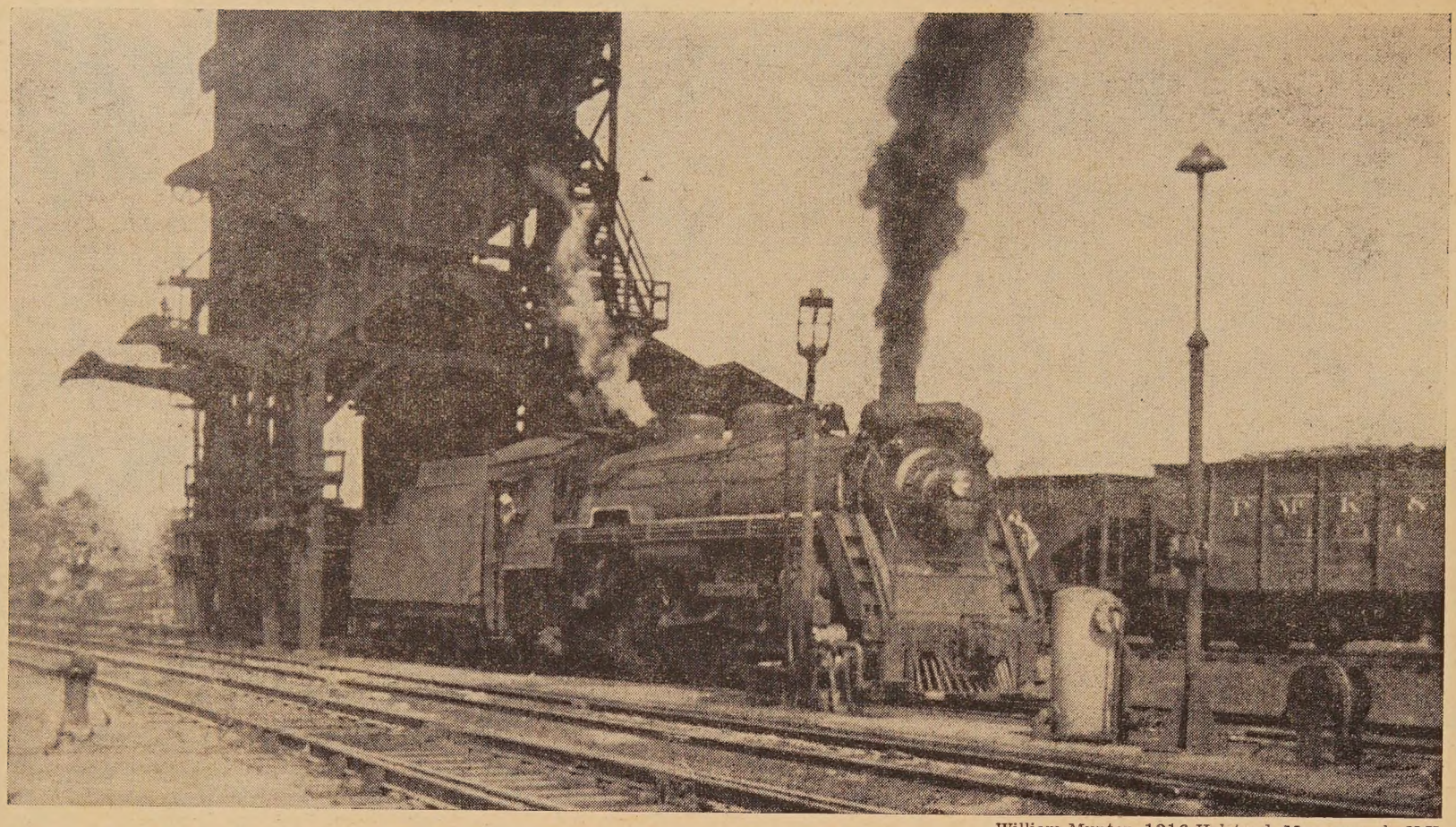
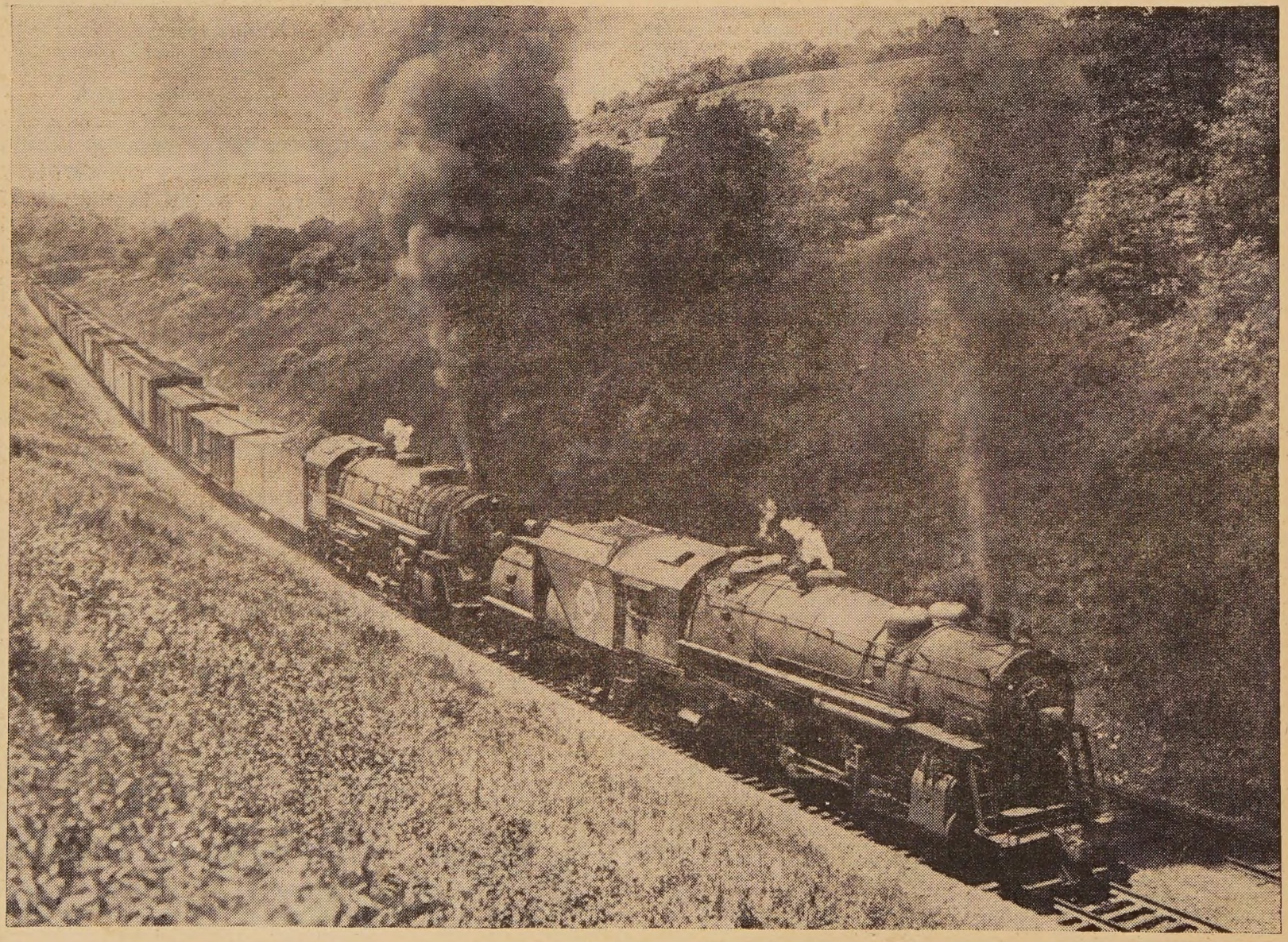


William Munter, 1216 Halstead, Mamaroneck, N.Y.

Even today, Canadian National is a rich concentration of steam power. Here is No. 5265, which pulls *The Ambassador*.



W. R. Osborne, 125 S. Cook Ave., Trenton, N.J.

Remember the days when a 2-10-2 and a 2-8-4 doubleheaded Erie freights up the hill at Gulf Summit, N.Y.?

The magic whispers...

When Grandpa tucked you between his knees, you knew you were going to listen again to his wonderful watch—to hear its magic tick . . . tick . . . tick . . .

And as you listened, those measured whispers of time shut away the world, leaving you close to Grandpa, secure in his love.

From fathers and mothers to sons and daughters passes the lifeblood of happiness—security. The privilege of providing it for those we love can be found only in a land like ours.

And another wonderful thing is this: By realizing this privilege of freedom for ourselves, we achieve the security of our country. For, think—the strength of America is simply the strength of one secure home touching that of another.

Saving for security is easy! Read every word—now! If you've tried to save and failed, chances are it was because you didn't have a *plan*. Well, here's a savings system that really works—the Payroll Savings Plan for investing in Savings Bonds.

This is all you do. Go to your company's pay office, choose the amount you want to save—a couple of dollars a payday, or as much as you wish. That money will be set aside for you before you even draw your pay. And automatically invested in Series E U. S. Savings Bonds which are turned over to you.

If you can save only $3.75 a week on the Plan, in 9 years and 8 months you will have $2,137.30. If you can save as much as $18.75 a week, 9 years and 8 months will bring you $10,700!

For your sake, and your family's, too, how about signing up today?

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I'll Set You Up In a MONEY-MAKING BUSINESS You Can Run From Home!

Everything Furnished FREE! Add $217 EXTRA Income In a Month!

I'll set you up in a highly profitable spare-time or full-time business you can run right from home. You don't invest a cent ever... you need no experience. I'll rush you absolutely FREE a powerful Starting Business Outfit containing EVERYTHING you need to start making exciting cash profits from the first hour!

As the Mason Shoe Counselor for your community you can start taking easy orders for fast-selling Mason Shoes the same day your Outfit arrives. I'll show you how to add as much as **$217 EXTRA income a month for just 2 orders a day**... how to take orders from friends, relatives, neighbors, folks where you work, gas station men, your grocer... others you do business with!

EVERYONE wants comfortable shoes, and you'll be amazed how people go for extra-comfortable Mason Shoes. It's no wonder! Mason Velvet-eez shoes are Nationally-Advertised... bear the famous Good Housekeeping Guarantee Seal and have been accepted for advertising by the American Medical Association. Mason's special comfort features are acclaimed by people everywhere. Some top-notch men have made as many as 20 sales the very first day... up to $10 in an hour, plus large Bonus Checks!

You Make Money Right Away With 160 Fast-Selling Items!

With over 160 styles for men and women, you can satisfy almost any taste. Take orders for smart dress shoes, sporty casuals and fast-selling practical work shoes and boots. Folks are delighted with such EXTRA Mason features as Air Cushion innersoles that let you walk on a foamy-soft cushion all day! ...sturdy Steel Shanks... Nylon stitching... special work soles of Neoprene, Cork, Cushion Neoprene Crepe... steel-toe Safety Shoes... miracle Silicone-tanned leathers that SHED water yet still "breathe"!

Because Mason Shoes are not sold in stores, folks *must* buy from YOU, our authorized Mason Shoe Counselor. They keep re-ordering over and over again, too. Think of the almost "automatic" cash profits you'll make!

You'll run the best "shoe store" business in town, because you actually "carry" a greater selection than a store. You draw on our stock of over 200,000 pairs in sizes from 2½ to 15, widths from extra-narrow AAAA to extra-wide EEEE. You don't need to substitute... folks get the style they choose in the exact size and width they order. No wonder you can expect fast profits as the Mason Shoe Counselor in your town!

Do You Want This Kind of EXTRA Cash?

Here is actual proof of the money-making possibilities in your Mason business! These are taken from hundreds of signed testimonials on file at our factory. Most of these successful men have had no previous selling experience... yet all have made handsome extra incomes for themselves... without investing a single cent! Wouldn't YOU like to make these kind of cash profits?

Earns $93.55 in 4 hours!
"On June 5th, I sold 38 pairs of shoes from 6:30 P.M. to 10:30 P.M., earning myself $93.55 in commissions." J. Kelly, New York. (While this is exceptional, it shows what an ambitious man can do.)

Earnings Financed Vacation!
"I've used my profits to pay off the final notes on a farm I own and finance a two-weeks' vacation in North Carolina for my family." T. Worley, Michigan.

Adds Greatly to Pension!
"I know there must be many men like myself who would like to add to their pensions to gain the extra things of life. One forenoon I made a net profit of $21.75!" C. Mason, Michigan.

Averages $80 extra a week!
"I have made more money since I started this business than in all my past life. My average earnings have been over $80 a week." C. Tuttle, California.

Rush Coupon for Your FREE Outfit!

Start now to exciting cash profits by rushing the coupon. We will set you up in business right away by rushing your Starting Business Outfit absolutely FREE! It features over 160 fine shoes, foolproof measuring equipment, How-to-Make BIG-MONEY booklet... EVERYTHING you need to start making money the first hour! The Professional Sales Outfit shown above is loaned Free to men who qualify. Start making the extra cash you need... send this coupon NOW!

To start making an exciting extra income YOURSELF, mail the coupon right NOW. We will rush your complete Starting Business Outfit so you can take orders for fast-selling Mason shoes from the first hour!

MASON SHOE MFG. CO.
Dept. 202
Chippewa Falls, Wisconsin.

Send for FREE Outfit!

Mr. Ned Mason, Dept. 202
Mason Shoe Mfg. Co., Chippewa Falls, Wisconsin.

Please set me up in a MONEY-MAKING BUSINESS I can run from home. Rush FREE postpaid my Starting Shoe Business Outfit with EVERYTHING I need to start making *extra cash* the first hour!

Name.....

Address.....

Town.....*State*.....

CANADIANS: for a similar opportunity, write Blake Walker, Dept. 202, 1030 St. Alexander St., Montreal.